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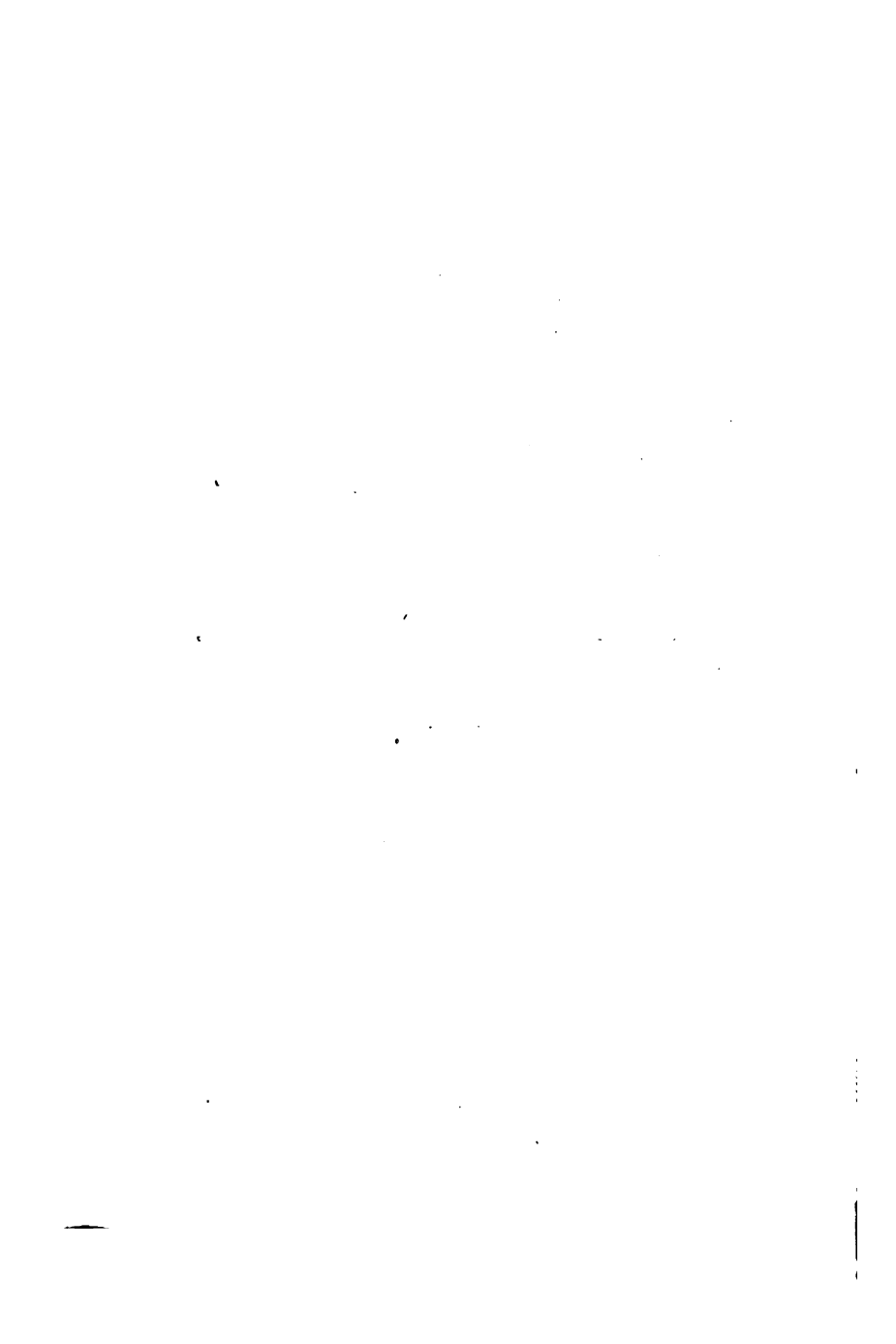
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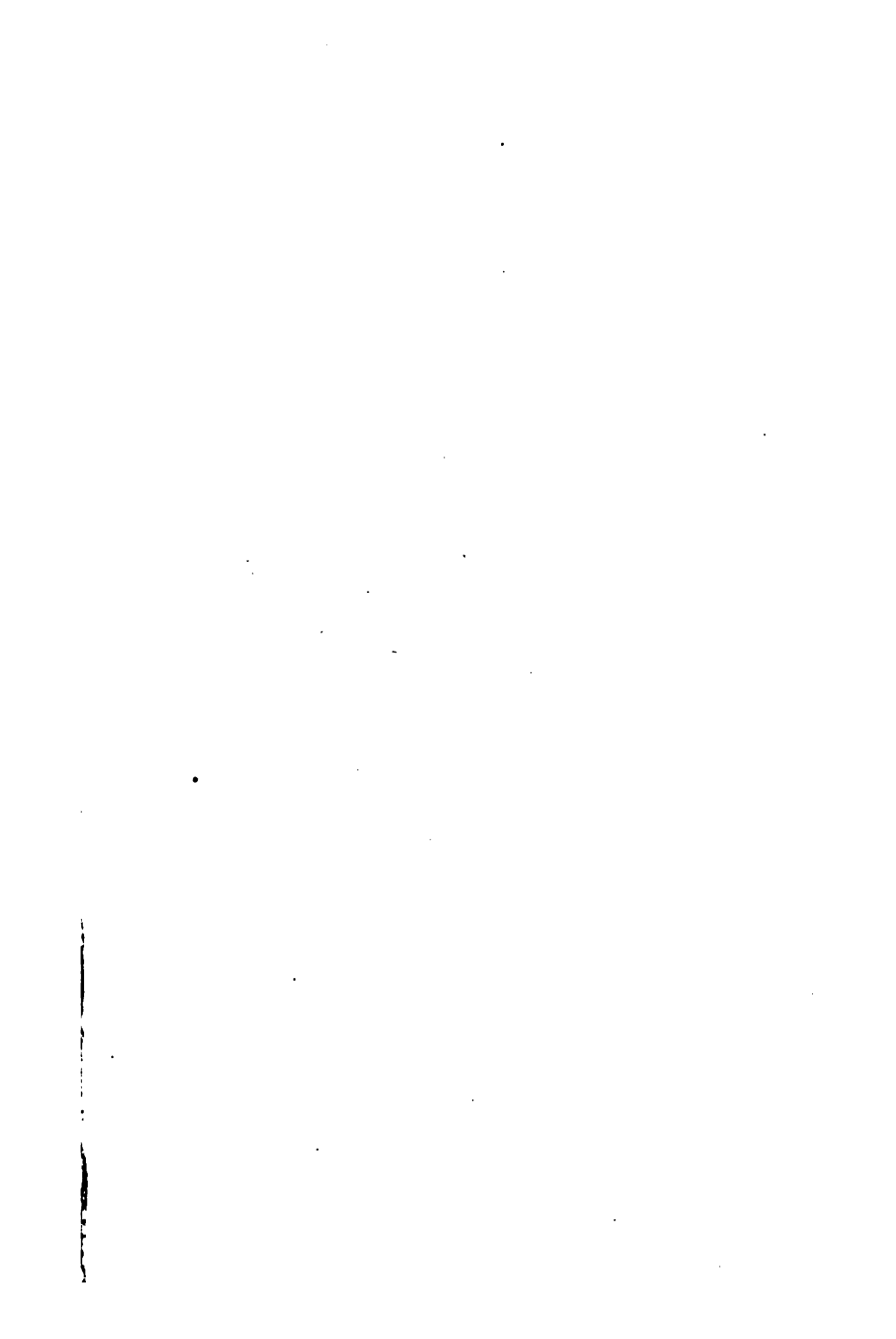
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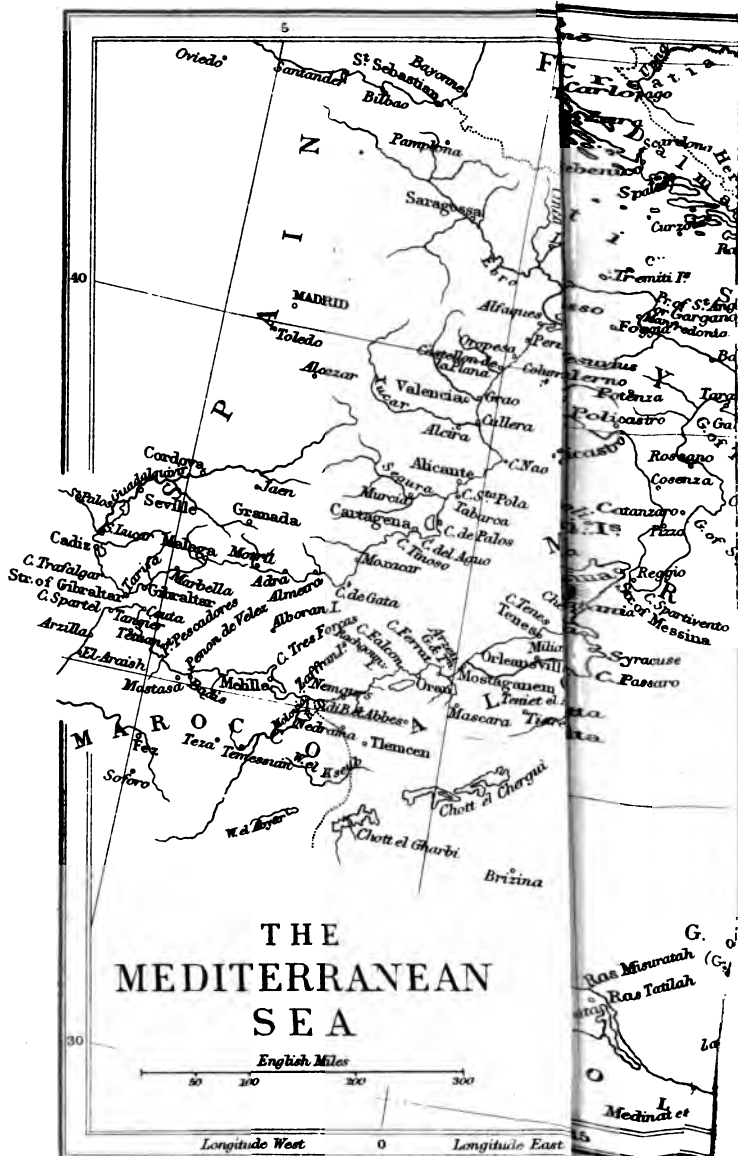
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HANDBOOK
TO THE
MEDITERRANEAN.

PART I.







HANDBOOK
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FOR THE USE OF
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By LIEUT.-COL. R. L. PLAYFAIR,
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SECOND EDITION, REVISED.

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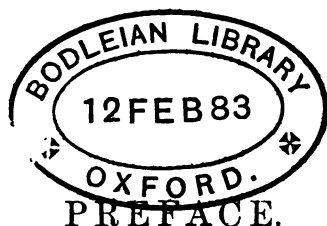
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"THE grand object of all travelling," said Dr. Johnson to Paoli, "is to see the shores of the Mediterranean."

English travellers, having explored the Continent by land in all directions, are coming to Johnson's opinion, and, weary of the rail and river-steamer, are flocking in yachts and sea-steamers to that great inland basin on whose shores rose all the mighty Empires of the world, whose ports and harbours became the most populous, prosperous and magnificent cities.

A desire now becoming general to visit those sunny shores and islands where winter is shorn of half its intemperance; and the facilities of moving from place to place afforded by French, Italian, Spanish and Austrian steam companies, have produced a want for a Handbook which these pages have been prepared to supply.

The object of the Editor has been to condense within the limits of a portable volume a reasonable amount of general information regarding all the countries in the basin of the Mediterranean, including such inland excursions as one would naturally make from its ports. Thus we assume that a traveller to Algiers would hardly care to leave the country without making a trip through the Chabet el-Akhira to Constantine; a cruise on the coast of Syria would be incomplete without a visit to the Holy City; no man would go to Malaga, and abstain from running up to Granada. Yet there must be a limit to everything: we have not mentioned even the name ROME, and we have described only in brief outline four other

great cities, each of which has been fully described in existing Handbooks—ATHENS, CONSTANTINOPLE, VENICE and NAPLES. We have preferred to devote a larger portion of our space to localities insufficiently described before, such as the COAST OF AFRICA, GREECE, DALMATIA, CYPRUS, MALTA, SICILY, SARDINIA, CORSICA, the BALEARIC ISLANDS, &c.

Economy of space being so great an object, we have abstained from encumbering the text with remarks as to the relative excellence of hotels, lists of tradespeople, tariffs of prices, and other similar details usually given in Handbooks. These the traveller will generally be able to find out for himself.

Although the Editor has gone over a great part of the ground in person, and has had the aid and revision of resident friends, much of the information contained in this volume has already appeared in other Handbooks of the series. In a subject so extensive, entire originality is neither possible nor advisable. But the utmost care has been taken to secure accuracy and practical utility. Every page has been examined on the spot which it describes, by persons having the best knowledge of the country. The Editor is under the deepest obligations to his colleagues in the public service, and to many others having extensive local information, for the valuable aid they have afforded him—without such *collaborateurs* the work would have been impossible, or of little value. Even now he does not flatter himself that absolute accuracy has been attained, and he will gladly receive such criticisms, corrections and information as may render a future edition more generally useful.

Algiers, 1881.

R. L. P.

The first impression having been exhausted within a year of publication, this Second Edition has been carefully revised, and parts of it, notably Sicily, Cyprus, and Sardinia, have been entirely re-written on the spot.

October, 1882.

R. L. P.

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TABLES
OF THE VARIOUS
MONEYS, WEIGHTS, AND MEASURES
IN THE
COUNTRIES BORDERING ON THE MEDITERRANEAN,
WITH
FRENCH AND ENGLISH EQUIVALENTS.

ALGERIA.

Same as in France.

Notes of the Bank of France are not legally current, though generally accepted in the Colony. Notes of the Bank of Algeria should never be taken to other countries. Coins of foreign nations not generally current.

AUSTRIA-HUNGARY.

The money in use throughout the Empire is the *florin* or *guilder*, subdivided into 100 new kreutzers.

1 <i>Florin</i>	=	2·45 fr.	=	0	1	11½
1 <i>Kreutzer</i>	=	2·45 centimes	=	0	0	0½

There is both an Austrian and an Hungarian coinage.

GOLD COINS.

(Law of March 8th, 1870.)

Piece of 8 florins 10 kreut. = 20 fr. = 16s.; half and quarter pieces in proportion.

SILVER COINS.

<i>Florin</i>	=	2·45 fr.	=	0	1	11
<i>Double Florin</i>	=	4·90 „	=	0	3	11½
<i>Quarter Florin</i>	=	0·61 „	=	0	0	6
10 <i>Kreutzers</i>	=	0·22 „	=	0	0	2½
5 „	=	0·11 „	=	0	0	1

COPPER COINS.

1 *Kreutzer* = 2·45 centimes = 1 farthing.
Pieces of 3, 1, and ½ kreutzer.

ANCIENT COINS.

GOLD.

		£	s.	d.
<i>Ducat (ad legem imperii)</i>	11·85 fr.	0	9	6
" <i>Hungarian</i>	11·90 "	0	9	6½
<i>Sovereign of Lombardy</i> = 13½ florins	35·14 "	1	8	1
<i>Crown</i>	34·40 "	1	7	1
<i>Venetian Sequin</i>	11·96 "	0	9	7

SILVER.

<i>Thaler (1753)</i>	5·19 fr.	0	4	2
<i>Florin (½ thaler)</i>	2·60 "	0	2	1
<i>Austrian livre</i> = 20 kreut.	0·86 "	0	0	8½
<i>Ecu of Lombardy and Venice</i>	5·19 "	0	4	2

MEASURES.

The metric system, as in France.

EGYPT.

10 Egyptian piastres = 11 Turkish piastres. Important payments are made in *purses (kiss)* of 500 piastres.

NEW COINAGE.

GOLD COINS.

		£	s.	d.
100 <i>piastres</i> , or Egyptian pound	= 25·50 fr.	= 1	0	5
50 "	= 12·75 "	= 0	10	0
25 "	= 6·29 "	= 0	5	0

SILVER COINS.

		£	s.	d.
10 <i>piastres</i>	2·50 fr.	= 0	2	0
5 "	1·25 "	= 0	1	0
2½ "	0·62 "	= 0	0	6
1 "	0·25 "	= 0	0	2½

COPPER COIN.

1 *para* 0·062 fr.

LINEAR MEASURE.

<i>Pik-kendast</i> , for muslin, &c.	= 0·630 metres	= 24·823 inches.
<i>Pik-beledi</i> , for cottons	= 0·560 "	= 22·048 "
<i>Pik-stambouli</i> , for cloth	= 0·677 "	= 26·600 "

SUPERFICIAL MEASURE.

Fedan = 58·98 ares = 1·45 acres.

MEASURE OF CAPACITY.

<i>Oks</i>	= 1·227 kil.	= 4·705 lbs. avoird.
<i>Ardeb</i> (corn)	= 173 litres	= 4·75 bushels.

FRANCE.

The Metric System is in use; no ancient coins are now current.

GOLD COINS.

	£	s.	d.
100 <i>frances</i>	=	4	0 0
50 "	=	2	0 0
20 "	=	0	16 0
10 "	=	0	8 0

SILVER COINS.

	£	s.	d.
5 <i>frances</i>	=	0	4 0
2 "	=	0	1 7½
1 "	=	0	0 10
50 <i>centimes</i>	=	0	0 5
20 "	=	0	0 2

COPPER COINS.

10 <i>centimes</i>	=	1 penny.
5 "	=	½ "
1 <i>centime</i>		

LINEAR MEASURE.

Mètre = 1·093 yard.

Multiples.

<i>Decamètre</i>	=	10 <i>mètres</i>	=	10·936 yards.
<i>Hectomètre</i>	=	100 "	=	109·863 "
<i>Kilomètre</i>	=	1000 "	=	1093·633 "
<i>Myriamètre</i>	=	10,000 "	=	6·213 miles.

Sub-Multiples.

<i>Decimètre</i>	=	0·1 <i>mètre</i>	=	3·937 inches.
<i>Centimètre</i>	=	0·01 "	=	0·393 "
<i>Millimètre</i>	=	0·001 "	=	0·039 "

SUPERFICIAL MEASURE.

<i>Hectare</i>	=	10,000 sq. <i>mètres</i>	=	11,960·332 sq. yards.
<i>Are</i>	=	100 "	=	119·603 "
<i>Centiare</i>	=	1 sq. <i>mètre</i>	=	1·196 "
1 <i>Hectare</i>	=	2 acres, 1 rood, 35 perches.		

CUBIC MEASURE.

Mètre cube = 35·316 cubic feet.

Tables of Moneys,

MEASURES OF CAPACITY.

<i>Hectolitre</i>	=	100	<i>litres</i>	=	22·009 imp. gallons.
<i>Décalitre</i>	=	10	"	=	2·201 "
<i>Litre</i>	=	1	<i>litre</i>	=	1·760 pints. "
<i>Décilitre</i>	=	0·1	"	=	0·176 "
<i>Centilitre</i>	=	0·01	"	=	0·017 "
1 <i>Hectolitre</i>	=	0·343	qrs.	=	2·751 bushels.

WEIGHTS.

1 <i>kilogramme</i>	=	10 <i>hectogrammes</i>	=	100 <i>déagrammes</i>	=	1000 <i>grammes</i>	=	2·204 lbs. avoiz.
1 <i>gramme</i>	=	0·002 lbs. avoiz.	=	15·434 grains.				
1 <i>ton</i>	=	10 <i>quintals</i>	=	1000 <i>kilog.</i>	=	2204·900 lbs. avoiz.		
1 <i>quintal</i>	=	100 <i>kilog.</i>	=	220·490 lbs. avoiz.				
1 French ton	=	19·686 Eng. cwt.						

Sub-Multiples of Grammes.

1 <i>gramme</i>	=	10 <i>déigrammes</i>	=	100 <i>centigrammes</i>	=	1000 <i>milligrammes</i> .
1 <i>milligramme</i>	=	0·015 English grains.				

GIBRALTAR.

The system of currency is anomalous and, to strangers, very perplexing. Of late years it has undergone a change, but the old system has been only partially superseded. The standard is the dollar (*duro*), the value of which has, by the recent change, been reduced from 50*d.* to 49*d.* (par). At this exchange the troops and civil officers are paid. By the new system accounts are kept in dollars, reals de vellon, and decimos, but the old reckoning by dollars, Gibraltar reals (*reales de plata*, an imaginary coin of the value of 4*d.* or $\frac{1}{12}$ dollar) and cuartos is still very generally retained. Spanish gold and silver and English copper are the only legal tenders.

GOLD COINS IN CIRCULATION.

			£	s.	d.
<i>Doblon (onza)</i>	=	16 dollars	=	85·40 francs	= 3 5 4
<i>Ysabelina</i>	=	5 "	=	25·78 "	= 1 0 5
4-dollar-piece	..	..	=	20·40 "	= 0 16 4
2-dollar-piece	..	..	=	10·20 "	= 0 8 2
1-dollar-piece	..	..	=	5·10 "	= 0 4 1

SILVER COINS.

		£	s.	d.
<i>Dollar</i>	=	5·38 francs	=	0 4 3½
½ dollar (<i>Escudo</i>)	=	2·69 "	=	0 2 1½
¼ dollar (nominal shilling).				
⅓ dollar (" sixpence).				
⅔ dollar (" threepenny piece).				
<i>Peseta</i>	=	1·00 franc	=	0 0 10
<i>Half-peseta</i>	=	0·50 "	=	0 0 5

COPPER COINS.

English pence, halfpence and farthings.

MEASURES. —

As in England and Spain.

GREECE.

The French monetary system was adopted in 1874, but with different names.

GOLD COINS (very rare).

			£	s.	d.
20 drachmas	=	20 francs	=	0	16 0
10 „	=	10 „	=	0	8 0
5 „	=	5 „	=	0	4 0

SILVER COINS.

			£	s.	d.
2 drachmas	=	2 francs	=	0	1 7½
1 drachma = 100 leptás	=	1 franc	=	0	0 10
50 leptás	=	0·50 franc	=	0	0 5
20 leptás	=	0·20 „	=	0	0 2

COPPER COINS.

5 leptás = 0·05 franc = 1 halfpenny.

100 new drachmas = 112 old drachmas; but this difference does not affect copper coins.

Notes of the Bank of Greece have entirely taken the place of gold.

MEASURES.

The Metric System is adopted in Greece (*see* France), but with different names.

ITALY.

Italy is a member of the Monetary Convention concluded in July 1866 with France, Belgium and Switzerland.

Accounts (law of August 24th, 1862), are kept in *liras* (frances) of 100 centimes.

GOLD COINS.

			£	s.	d.
100 <i>liras</i>	=	100 francs	=	4	0 0
50 „	=	50 „	=	2	0 0
20 „	=	20 „	=	0	16 0
10 „	=	10 „	=	0	8 0
4 „	=	5 „	=	0	4 0

Tables of Moneys,

SILVER COINS.

			£	s.	d.
5 <i>liras</i>	=	5 francs	=	0	4 0
2 "	=	2 "	=	0	1 7½
1 <i>lira</i>	=	1 "	=	0	0 10
50 <i>centesimi</i>	=	0·50 franc	=	0	0 5
20 "	=	0·20 "	=	0	0 2

Since 1866 notes of the National Bank have legal currency, but have generally from 10 to 15 per cent. less value than specie.

COPPER COIN.

10 <i>centesimi</i>	=	10 centimes	=	1 penny.
5 "	=	5 "	=	½ "
2 "	=	2 "	=	

MEASURES.

The Metric System, as in France.

MALTA.

The English coinage used.

LINEAR MEASURE.

<i>Maltese foot</i>	=	0·283 mètre	=	11·6 inches.
<i>Cunna</i> = 8 <i>palmes</i>	=	2·088 "	=	2·204 yards.

MEASURE OF CAPACITY.

The English measures generally used. The native ones are—

<i>Baril</i> , for wine	=	2 <i>cafissi</i>	=	42·027 mètres	=	9·35 gall.
		1 <i>cafisso</i>	=	21·013 "	=	4·675 "
" for oil	=	2 <i>cafissi</i>	=	39·755 "	=	8·750 "
<i>Salma</i> , for corn	=	16 <i>tomoli</i>	=	281·030 litres	=	7·713 bush.
		1 <i>tomolo</i>	=	17·562 "	=	3·869 gall.

WEIGHTS.

<i>Rottolo</i>	=	30 ounces	=	0·791 kilog.	=	1·745 lbs. avoird.
<i>Cantaro</i>	=	100 <i>rottoli</i>	=	175 lbs. avoird.		

MOROCCO.

The money of this country is exceedingly irregular. Accounts are generally kept in *Spanish dollars* or *duros* divided into 100 *centavos* or centimes; the value, however, fluctuates greatly, and is not the same in all parts of the Empire.

The ordinary money of the country is copper.

6 <i>floos</i>	=	1 <i>muzuneh</i>	=	6 centimes.
4 <i>muzunehs</i>	=	1 <i>okea</i>	=	24 centimes.

There are gold and silver coins (multiples of the *metkal* = 40 *muzunchs* = 2·63 fr.), but they are rarely ever seen.

WEIGHTS.

<i>Roll</i>	=	500 grammes	=	1·102 lbs. avoird.
<i>Kintar</i>	=	50 kilog.	=	110·245 „

LINEAR MEASURE.

1 <i>drah</i>	=	0·570 mètre	=	23·450 inches.
1 <i>pik</i>	=	0·661 „	=	26·022 „

MEASURE OF CAPACITY.

1 <i>kula</i>	=	15 litres	=	3·304 gallons.
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SPAIN.

Since 1868 the coinage of Spain has been assimilated to that of France, but with different names. The five-franc piece is called *duro*, that of two francs *dos pesetas*, one franc *peseta*, fifty centimes *dos reales*.

According to the old system, still much used, the unit was the *real* = 26 French centimes. The money of account was this *real* divided into 34 *maravedis*.

1 <i>quarto</i>	=	3·2 centimes.
34 <i>quartos</i>	=	1 peseta.

GOLD COINS.

<i>Onza Oro</i>	=	16 <i>duros</i>	=	85·40 francs	=	£ 3 5 4
		(divided into $\frac{1}{2}$, $\frac{1}{4}$, $\frac{1}{8}$, and $\frac{1}{16}$)				
<i>Ysabelina</i>	=	5 <i>duros</i>	=	25·78 francs	=	1 0 5
4 <i>duros</i>	..	..	..	20·40 „	=	0 16 4
2 „	..	..	..	10·20 „	=	0 8 2
1 „	..	..	..	5·10 „	=	0 4 1

SILVER COINS.

1 <i>duro</i>	=	5 <i>pesetas</i>	=	5·10 francs	=	£ 0 4 1
2 <i>pesetas</i>	..	..	=	2·02 „	=	0 1 8
1 <i>peseta</i>	..	..	=	1·01 franc	=	0 0 10
$\frac{1}{2}$ <i>peseta</i>	..	..	=	0·50 „	=	0 0 5
20 <i>pesetas</i>	=		=	20·40 francs.		

COPPER COINS.

1 <i>quarto</i>	=	3·2 centimes.
$\frac{1}{2}$ <i>quarto</i>	=	2 maravedis.

Also 10- and 5-centime pieces, as in France.

MEASURES.

The Metric System, as in France, introduced by decree, dated 16th July, 1849, came into force on the 1st January, 1860.

The ancient measures are very complicated, and are still in force to a greater or less extent.

TRIPOLI (in Africa).

Money as in Turkey, but French, Italian and other coins are also in circulation. The *Napoleon* is generally 103 piastres; the Italian *lira* and French *franc*, each 5 *pias.*; the English *shilling*, 6 *pias.*; the Austrian *florin*, 10½ *pias.*; the *Maria Theresa dollar*, 23 *pias.* These, however, fluctuate.

LINEAR MEASURE.

Great *pik* = 0·680 metre = 26·772 inches.

Lesser *pik* = 0·483 „ = 18·991 „

5 Great *piks* = 7 lesser *piks*.

4 Great *piks* = 3 English yards.

MEASURE OF CAPACITY.

Baril, for wine, &c. = 64·800 litres = 14·262 gall.

Herbaja, for oil = 10 „ = 1·5 „

Neba, for corn = 107·346 „ = 2·953 bush.

WEIGHTS.

Rotl = 16 *ukies* = 0·497 kilog. = 1·097 lb. av.

Oke = 2½ *rotls* = 1·244 „ = 2·743 „

Cantaro = 100 „ = 49·760 „ = 109·700 „

TUNIS.

The money of the country is the *piastre* or *real*, divided into sixteen *karoub*s.

1 *piastre* = 62 centimes = 5½ pence.

1 *karub* = 4 „ = ½ penny.

GOLD COINS.

		f.	c.	£	s.	d.
100 <i>piastres</i>	=	62·00	=	2	8	9
50 „	=	31·00	=	1	4	4½
25 „	=	15·50	=	0	12	2
10 „	=	6·04	=	0	4	10
5 „	=	3·02	=	0	2	5

SILVER COINS.

		£	s.	d.
4 <i>piastres</i> (nominal) *	=	2·48	=	0 2 0
(real)	=	2·03	=	0 1 6
2 „ (nominal)	=	1·24	=	0 1 0
(real)	=	1·01	=	0 0 9½
1 „ (nominal)	=	0·62	=	0 0 6
(real)	=	0·50	=	0 0 4½
½ <i>piastre</i>	=	0·31	=	0 0 3

WEIGHTS.

There are 3 *rotls*.

1. *Rotl-khaderi* = 20 *ukies* (ounces) = 0·639 kilog. = 1·410 lb. avour., used for vegetables.

2. *Rotl-souki* = 18 *ukies* = 0·568 kilog. = 1·254 lb., used for meat, fruit, and oil.

3. *Rotl-attari* = 16 *ukies* = 0·506 kil. = 1·117 lb., for metals.

* By *nominal* is meant pieces having formerly the value attached to them, now reduced to that which follows.

LINEAR MEASURE.

There are 3 kinds of *pik* or *drah*.

1. *Pik-Arab* = 0·488 metres = 19·360 inches, for linen and cotton cloth.
2. *Pik-kendasi* = 0·673 metres = 26·498 inches, for woollen goods.
3. *Pik-Turk* = 0·637 metres = 25·066 inches, for silk.

MEASURE OF CAPACITY.

1. For wine, &c., in detail, the *mataro* is used = 9·850 litres = 2·167 gall.
2. In wholesale commerce the *millerolle* of Marseilles is used = $6\frac{1}{2}$ *mataros* = 64·000 litres = 14·086 gall.
3. The oil *mataro* = 19·690 litres = 4·334 gall.
4. For grain, the *cafiso* = 5·284 hectol. = 1·817 quart.

TURKEY.

During the last century there have been great changes in the value of money; a new system was adopted in 1845, as follows:

GOLD COINS.

			f.	c.	z.	s.	d.
500 <i>piastres</i>	=	5 Turk. L.	=	113·50	=	4	10 0
250 "	=	2½ "	=	56·75	=	2	5 0
100 "	=	1 "	=	22·50	=	0	18 0
50 "	=	½ "	=	11·25	=		9 0
25 "	=	¼ "	=	5·60	=	4	6

SILVER COINS.

20 *piastres* = 4·50 f. = 3s. 7½d.

10 and 5 *piastres* in proportion.

COPPER COINS.

5 *paras* = 2·5 f. = 2½d.

The *piastre* contains 40 *paras*. For important sums, *purses* are used.

The *purse of silver* = 500 *piastres*.

The *purse of gold* = 30,000 "

WEIGHT.

1 <i>oke</i>	=	1·227 kil.	=	2·705 lbs. av.
1 <i>cantaro</i>	=	36 <i>okes</i>	=	45·500 " = 99·100 "

LINEAR MEASURE.

<i>Pik (drah)</i> , for silk and cloth	=	0·685 metre	=	27·000 inches.
<i>Pik-kendasi</i> , for cottons	=	0·652 "	=	25·672 "
<i>Pik-halebi</i> , land measure	=	2·708 "	=	27·900 "
<i>Parasang</i> , " "	=	5·001 kilom.	=	3·107 miles.
<i>Berrî</i>	=	1·667 "	=	1·035 mile.

MEASURE OF CAPACITY.

<i>Oke</i> (of wine)	1·283 kilog.	=	2·829 lbs. av.
<i>Alma</i>	5·236 litres	=	1·152 gall.
<i>Alma</i> (of oil)	10·260 kilog.	=	22·630 lbs. av.
<i>Kiloz</i> (corn)	35·560 litres	=	0·979 bush.

This last measure varies in almost every part of the Turkish Empire.

PASSPORTS, ETC.

Passports are not generally required, but it is so easy for the traveller to provide himself with one that the precaution should never be omitted. Instances have occurred of a traveller having been imprisoned from not having a Foreign-office passport in his possession. Even *visas* are advisable when travelling out of the beaten tracks. The traveller should always make inquiries at the Consulate before proceeding to a new country.

Bill of Health.—The yachtsman should be most careful to have his Bill of Health in proper order, and especially to have it viséd by the consul of the nation of the next port he intends visiting. His own consul's visé is not sufficient. The writer has often known yachts kept in quarantine for the want of this precaution.

A YACHT AND ITS OUTFIT.

(The following memorandum was communicated to the writer by F. W. Earle, Esq., when the first edition of the Handbook was in the press. Since then it has begun to be understood that sailing yachts are far more expensive than vessels with a certain amount of steam power. As sailing vessels of the Mercantile Marine are rapidly disappearing from the seas, so very shortly steam yachts only will be used. The original cost is of course much greater, but the crew required is smaller, and the cost of maintenance is much less.

The owner of a large sailing yacht lately told the writer that the wear and tear of his sails between the coast of Greece and Algiers would have defrayed the cost of coal many times over.)

In purchasing a yacht great care must be taken to avoid being *done*.

The best plan for a novice is to seek some yachting friend, who by making inquiries amongst his own friends or through his own captain can soon learn what vessels are on sale and their characters. If a man is to believe all that yacht agents and other interested parties tell him about vessels, he will probably end by giving for his yacht considerably more than she is worth, and finding himself in a vessel which has never been in the Bay of Biscay in her life and can ship green seas to his heart's content!

A good cruising yacht 3 to 6 years old, well found in boats, sails, furniture, linen, and china, may be purchased from 20*l.* to 25*l.* per ton.

Having bought your yacht and decided on a long voyage, she ought to be insured, which may be done at Lloyd's at 3 g. $\frac{1}{2}$ %, or about that price, and at most of the marine insurance offices. In case of damage, loss of spars, or boats, few underwriters will make any allowance for claims amounting to less than 3% on the whole sum insured.

A 150-ton schooner yacht is well and sufficiently manned with the

following complement :—Captain, mate, 6 able seamen, steward, steward's mate, cook, and cook's mate. These are quite enough, though many yacht captains are not so easily satisfied, especially where there is likely to be much boat-work. The more men they have, the better, they think, it looks. The writer has, however, been twice across the Atlantic with this crew.

The owner should always place himself as captain on the ship's articles, which must be filled up and signed before leaving England, his skipper being entered as sailing-master. This gives the owner entire control over every one on board, and in case of any one misconducting himself he can discharge him at once, which is often not done when the skipper is on the articles as captain. Cases have occurred in which a yacht skipper has put his owner under arrest and confined him to his cabin!

The only trouble resulting to the owner by being entered as captain is that all business about Bills of Health must be transacted by himself.

A yacht captain gets from 130*l.* to 150*l.* per annum and two suits of clothes. A mate gets 35*s.* to 40*s.* per week, and finds himself; he has one suit of uniform, and a jersey and pair of trousers for doing his work in.

When a vessel is laid up on the mud, with everything out of her in a store (which can be hired at 12*l.* per annum), the captain finds himself. When the yacht begins to fit out for a cruise, the captain lives on board and has 14*s.* per week board wages. In most yachts, as soon as the owner begins to live on board, the captain, steward, steward's mate, and cook are boarded. Seamen's wages for a Mediterranean cruise are usually 25*s.* per week per man, finding themselves *entirely*.

Owners are saved much trouble by doing this, no satisfaction ever being obtained in a vessel where the crew are fed by the owner.

A good yacht steward may be obtained for 30*s.* a week, and beer-money at 6*d.* per day.

A steward's mate, a youth of 17 or 18, can be got for 11*s.* per week, and he has to be fed.

A good cook's wages are 30*s.* per week and beer-money.

Cook's mate usually gets 16*s.* to 17*s.* per week and finds himself.

It is the usual custom in sailing yachts up to 200 tons for the owner to board the captain, steward, and steward's mate. Sometimes a stated sum per month is given to include all expenses. The clothing given to stewards and cooks is detailed hereafter.

In hiring a yacht the price asked varies from 25*s.* to 30*s.* per ton per month. The owner pays captain's, mate's, and seamen's wages, finds the vessel in ship's stores, spare rope, &c., and clothes the crew.

The hirer is usually expected to insure the yacht; finds and clothes his own cook and steward, whom he boards, as also the captain.

A Chronometer will be required for the Mediterranean, which may be hired at 10*s.* per month at most of the English southern ports,

A Sextant. Price 4*l.* 10*s.*

An Aneroid Barometer.

A Mercurial Barometer.

The expenses incurred on a six months' cruise in the Mediterranean would, of course, differ much according to the number and sex of the party on board.

The following, however, may be considered as almost correct for a

cruise of eight months on board a 150-ton schooner, with a party of five in the cabin, three being ladies and two gentlemen. A lady's maid also formed part of the pantry mess. They commence from the time of her leaving England till her return, the party being on board the whole time with the exception of sleeping on shore about ten nights.

	£	THE EXPENSES OF FITTING OUT A YACHT WHICH HAS BEEN LAID UP FOR SOME MONTHS.	£
Wages: Capt., Mate, Crew, Cook, Steward	560	Wages, say for two months . . .	140
Stores, Wines, &c.	205	Painting outside and in . . .	45
Steward's Market Book . . .	176	Varnish for Bulwarks, &c. . .	14
Ship's Washing, Pilotage, Small Stores and various items . . .	94	New Rope, say	50
Captain's Book for Stores, Oil, Coke, Water, Paint, extra Rope	124	Charts for Mediterranean . . .	6
Clothing for Captain, Mate, and Crew	55	Upholsterer's Bill, say . . .	12
Shoes for Crew	7	Shipbuilder's account . . .	30
Oilskins	10	Flags, &c.	6
Insurance	114	Various small items . . .	15
		Captain's Small Stores . . .	10
	£1345		£328
Fitting out	£328		
	£1673		

It is perhaps better to let the men be at the expense of finding their own oilskins. If the owner finds them, they alter and cut them so as to be useless for another voyage, as they should last two or three winter cruises.

LIST OF CLOTHES USUALLY GIVEN TO A CREW FOR AN EIGHT TO TEN
MONTHS' MEDITERRANEAN CRUISE.

	£ s. d.		£ s. d.
Captain—Fine blue cloth suit	4 15 0	Cook's Mate—Serge frock	0 9 6
Cap 8/6, neckerchief 6/		Cap 4/, handkerchiefs 5/	0 9 0
Mate—Blue cloth suit . . .	4 5 0	Each man—Jersey or serge frock	10/ to 0 12 0
Pair pilot trousers . . .	1 1 0	1 pair pilot cloth trousers	1 1 0
Jersey 12/, cap 5/, necker- chief 5/	1 2 0	2 sets Dungaree frocks and trousers . . . each	0 8 0
Steward—Blue cloth suit . .	3 15 0	Man-o'-war cap	0 4 0
Blue waiting suit	3 15 0	Blue worsted cap	0 1 4
Blue serge jacket	0 12 6	White drill frock & trousers	0 13 6
Cap 5, neckerchief 5/ . . .	0 10 0	Black handkerchiefs . . .	0 4 6
2nd Steward—Blue waiting suit	3 5 0	Cap ribbon	0 1 0
Blue serge jacket	0 12 6	Straw hats	0 4 0
Pilot trousers	1 1 0	These latter are usually given to mate and captain also.	
Cap 5/, neckerchief 5/ . . .	0 10 0	250 lbs. of Normandy or Danish butter in 2-lb. and 4-lb. tins.	
Cook—Blue cloth suit . . .	3 15 0	36 tins cocoa and milk.	
Cap 5/, neckerchief 5/ . . .	0 10 0	2 doz. chamois leathers.	
2 white jackets 7/6	0 15 0	12 doz. condensed milk.	
2 ditto trousers 7/6	0 15 0	70 lbs. brown sugar.	
4 aprons 1/6	0 6 0	2 2-lb. tins tapioca.	
4 caps 1/	0 4 0	8 tins tongues prvd. by Poulton & Noel.	
Cook's Mate—Pilot trousers .	1 1 0		
2 Dungaree frocks and trousers	0 16 0		

It must not be assumed that stores and wine were actually consumed to the amount of 205%. It is always prudent to have a good stock on board, as the time taken in getting from port to port in a sailing-vessel varies so much.

The list of stores below were actually used in the eight months' cruise, and by reckoning up their value and deducting from the amount given above an approximate idea of the expense of the catering department may be arrived at. The amount under the head of steward's market-book was actually expended.

STORES ACTUALLY CONSUMED ON AN EIGHT MONTHS' CRUISE.

18 3-lb. Tins Apples.
18 Tins Apricots.
5 ½-lb. Tins Arrowroot.
18 Bottles Anchovies in oil.
2 ½-lb. Tins Almonds.
2 Tins Asparagus.
6 Sides of Bacon.
6 Boxes Baking Powder.
1 2-lb. Pearl Barley.
8 2-lb. Tins Roast Beef.
4 ½-lb. Brand's Beef Tea.
4 ½-lb. " Beef Tea Jelly.
6 2-lb. Tins Brand's Spiced Beef.
1 cwt. Pantry Biscuits.
6 Tins Mixed Dessert Biscuits, Huntley and Palmer's.
4 Tins Le Mann's Captain's Biscuits.
6 Tins Orange Wafers.
6 Tins Huntley and Palmer's Water Biscuits, No. 5.
6 2-lb. Tins Huntley and Palmer's Macaroons.
8 Bottles Blacking.
250 lbs. of Danish or Normandy Butter, in 2-lb. or 4-lb. Tins.
1 Bottle Candied Peel.
36 Tins Cocoa and Milk.
40 lbs. Coffee.
4 Tins Brand's Potted Chicken.
4 " " Potted Grouse.
3 ½-Pint Bottles Curry Powder.
4 4-lbs. Currants.
4 Bottles Chutney.
6 ½-lb. Brand's Chicken Broth.
1 American Cheese.
2 Bottles Parmesan Grated.
1 Stilton Cheese.
2 Boxes Piano Candles.
2 Dozen Chamouis Leathers.
4 Tins Carrots.
6 Bottles Dessert Fruits.
1 Bottle Essence Cochineal.
1 Bottle " Lemon.
1 Bottle " Vanilla.

TART FRUIT.

2 Bottles Red Currants.
6 " Black "
2 " Gooseberries.
2 " Cherries.
6 " Plums.
9 ½-lb. Gelatine.
2 Bottles Dried Herbs.
1 Jar Preserved Ginger.
6 Tins California Honey.

JAMS.

14 1-lb. Tins Apricot.
13 " " Strawberry.
14 " " Raspberry.
12 " " Damson.
24 " " Marmalade.
12 " " Red Currant Jelly.
6 Boxes Knife Powder.
12 2-lb. Tins Lard.
9 Boxes Clarke's Nightlights.
1 2-lb. Tin Macaroni.
4 ½-pints Mushrooms.
Condensed Milk, 12 dozen.
12 ½-lb. Tins Mustard.
6 2-lb. Tins Roast Mutton.
2 ½-lb. Tins Brand's Mutton Broth.
12 Bottles Salad Oil.
4 Bottles Mixed Pickles.
4 ½-lb. Tins White Pepper.
6 Large Tins Peaches.
8 Tins Paté de Foie Gras.
2 Tins Roast Partridge.
2 Tins " Pheasant.
6 2-lbs. Bottles French Plums
6 Tins Lisbon Peaches.
6 3-lb. Boxes Portuguese Plums.
6 Tins Pears.
6 Tins Petits Pois.
6 7-lb. Tins Rice.
8 2-lb. Bottles Sultana Raisins.

- 1 2-lb. Bottle Muscatel Raisins.
- 1 " " Pudding "
- 12 Tins Sardines.
- 12 Tins Brand's Sausages.
- 1 2-lb. Tin Sago.
- 6 Jars Table Salt.

SAUCES.

- 6 $\frac{1}{2}$ -pint Worcester.
- 6 $\frac{1}{2}$ -pint Harvey.
- 4 $\frac{1}{2}$ -pint Anchovy.
- 2 $\frac{1}{2}$ -pint Mushroom Ketchup.

- 1 cwt. Yellow Soap.
- 2 Boxes Glycerine Soap.
- 70 lbs. Loaf Sugar.
- 20 lbs. Pounded Sugar.
- 70 lbs. Brown Sugar.
- 1 Bottle Celery Salt.

SOUPS.

- 14 pints Julienne, Crosse & Blackwell.
- 14 " Gravy " "
- 12 " Mock Turtle " "
- 8 " Hare " "
- 8 " Mutton Broth " "
- 10 " Giblet " "

- 40 lbs. Tea.
 - 4 Bottles Truffles.
 - 2 2-lb. Tapioca.
 - 4 Cooked Tongues, Crosse & Blackwell.
 - 8 Tongues, preserved by Poulton and Noel.
 - 1 2-lb. Vermicelli.
 - 4 quarts Vinegar.
 - 4 $\frac{1}{2}$ -pints Chili Vinegar.
 - 2 $\frac{1}{2}$ -pints Tarragon Vinegar.
 - 1 Tin Chollet's Pressed Vegetables.
 - 36 6-lb. Tins Corned Beef, American.
- Mineral waters take up a great deal of room, and a 5 pint Gazogene is really all that is wanted.

WINE.

- 3 dozen Champagne.
- 7 " Common Claret.
- 1 " Best Claret.
- 1 $\frac{1}{2}$ " Port
- 4 $\frac{1}{2}$ " Sherry.
- 8 bottles Curaçao.
- 4 " Cherry Brandy.
- 6 " Brandy.
- 1 dozen Rum.
- 2 " Hock.
- 6 " Beer.

As far as possible, all stores should be taken in tins soldered up, and may be found on the Export List of the Army and Navy or Civil Service Co-operative Societies. Messrs. Barnes, of Upper Thames-Street, can also be highly recommended for all yacht stores, particularly jams.

Messrs. Crosse and Blackwell's soups are much to be commended, and no one can surpass Messrs. Brand for spiced beef, sausages, potted meats, and beef-tea. Cheese, bacon and hams do not keep well on board a small vessel in a warm climate.

The best corned beef is American, in 6-lb. tins, packed by Messrs. Libby and Co., or Messrs. Wilson.

Messrs. Miller and Sons, of Southampton, can be recommended for good material and fair prices.

USEFUL BOOKS TO BE TAKEN ON A MEDITERRANEAN YACHTING CRUISE.

PUBLICATIONS OF THE HYDROGRAPHICAL DEPARTMENT OF THE ADMIRALTY.

'The Mediterranean Pilot,' Vol. I. Comprising Gibraltar Strait, Coast of Spain, African Coast from Cape Spartel to Gulf of Kabes, together with the Balearic, Sardinian, Sicilian and Maltese Islands. 1873. Price 7s. 6d.

- 'The Mediterranean Pilot.' Vol. II. Comprising the Coast of France and of Italy to the Adriatic, African Coast from Jerbah to El Arish; Coasts of Karamania and Syria, together with the Tuscan Archipelago, and Islands of Corsica, Cyprus, Rhodes, Scarpanto and Casso. 1877. Price 5s.
- 'The Adriatic Pilot.' From the Surveys of Campana, Visconti and Smith, and the Portolano of Marienl. 1861. Price 8s. 6d.
- 'Sailing Directions for the Island of Crete.' By Captain T. SPRATT, R.N.—1866. Price 1s.

PUBLISHED AT WASHINGTON.

- 'Coasts and Islands of the Mediterranean Sea.' Part I.—S. and S.E. Coasts of Spain from Mala Bahia to Cape Creux; Balearic Islands and N. Coast of Africa from Ceuta to La Cala. 1875. Part II.—S. Coast of France; W. Coast of Italy; Tuscan Archipelago; Corsica and Sardinia. 1878. Part III.—Coast of Tunis, Sicily and Malta Channels; Lipari Islands; Coasts of Sicily; Coasts of Tripoli, Egypt and Syria. 1879.

CHARTS.

No extravagance in the matter of charts is possible. Those published by the Admiralty are so cheap that the cost of the whole Mediterranean series is not very great. Above all, the yachtman should distrust *private* charts, which are rarely corrected up to date. The writer witnessed the wreck of a yacht and the death of her owner in the harbour of Algiers, entirely owing to a private chart on which a bell-buoy, marking the submarine prolongation of the breakwater, was not indicated; and he was on board a yacht which run on shore at Marsala for want of a detailed chart of that port.

The Admiralty charts, &c., are sold by J. D. Potter, 31 Poultry, and 11 King William Street, Tower Hill. In the Mediterranean they can be obtained at the Custom House, Malta.

PRIVATE PUBLICATIONS.

- 'Foreign Office List.'
- 'Colonial Office List.'
- 'Army List.'
- 'Navy List.'
- 'A Cruise in Greek Waters,' by F. Trench Townshend.
- 'Cruise of the R. Y. S. Eva,' by Arthur Kavanagh.
- 'Sunshine and Storm in the East,' by Lady Brassey.
- 'South by East,' by G. F. Rodwell.
- 'Post-Office Guide.'
- 'Who's Who.'
- Savory's 'Compendium of Domestic Medicine.'
- 'The Yacht Sailor,' published by Hunt and Co.
- 'Hunt's Universal Yacht List.'
- 'Nautical Almanack.'

Murray's Handbooks:

Spain.
 France.
 North Italy.
 South Italy.
 Greece and Ionian Islands.
 Turkey in Asia and Constantinople.
 Algeria and Tunis.

HINTS FOR YACHTSMEN

REGARDING

ANCHORAGE, ETC., IN THE MEDITERRANEAN.†

*. * The names of the places as marked on the Admiralty Charts are printed in brackets in *italic*, wherever the spelling differs materially from that of the Handbook.

Places marked (*) have British Consular authorities residing at them.

MOROCCO.

***Tangier.**—Fair anchorage. Bay exposed from N.E. to N.W. No shelter whatever from N.W.

Ceuta.—The peninsula of Ceuta forms two bays, frequented by vessels wind or weather-bound in the Strait of Gibraltar. The best anchorage in the eastern bay is N.W. of the middle of new town: 8 to 13 fms.; bottom sand and rock; exposed to winds from E. through N. to W.

***Tetuan Roadstead.**—Vessels may anchor anywhere off the river-mouth. Entirely open to easterly winds.

Melilla.—Holding-ground good. Anchorage exposed to northerly and easterly winds. Run for shelter under Zaffarine Islands, if caught [in N. or N.E. gale. Anchorage has rarely to be abandoned in summer.

Zaffarine Islands.—These three islands lie about 2 m. N. of Cape Agua. The western is named *Congressa* (*Congreso*), the middle one *Isabel II.*, and the eastern one *El Rey*. The anchorage is 1½ to 3 cables S. of Isabel II. Island; in 5 to 8 fms. It is the best-sheltered anchorage on the N. coast of Morocco.

† The Author would not have ventured to give these hints on his own unprofessional authority; but they may be accepted with confidence, as they have been revised by members of the Admiralty Hydrographical Department, to whom he is under great obligation for much valuable assistance.

ALGERIA.

Nemours.—Anchorage in 6 to 8 fms. Slightly protected by Zaffarine Islands, between N.N.W. and E., and by Rachgoun Island, between N.N.W. and W. In N.E. gales run for the Zaffarines. This is the first French port in N. Africa.

Rachgoun (*Raschgoun*).—Good anchorage almost anywhere in the vicinity of the island, but no shelter during northerly gales.

Beni Saf.—A fine new harbour has been lately constructed in the neighbourhood of the iron mines, close to the embouchure of the Tafna River.

Mersa el-Kebir.—Anchorage close under the fort, well sheltered from all quarters save N.E.

***Oran.**—A first-class harbour, well suited for yachts. Every convenience for their accommodation. Rly. communication.

Arzew.—An excellent harbour; may be safely resorted to by yachts of any size and in all weathers. Rly. communication.

Mostaghanem.—A small port, protected from northerly swell in ordinary weather by a jetty running W.

Tenes.—A small artificial harbour, ½ m. N.E. of town.

Cherchel (*Shershel*).—Harbour too small for yachts.

***Algiers.**—First-class harbour, with every convenience for yachts. Supplies of all kinds abundant. Algerian

wines good. Tea better and cheaper than anywhere else in the Mediterranean. Docks capable of taking in the largest vessels for repairs. Rly. communication.

Dellya.—Anchorage perfectly sheltered during westerly winds, exposed to those from N.N.W. round by E. to W. Not advisable to call here.

Bongie.—The best natural harbour in Algeria. Gales from N. to W. not felt at all. Those from E. cause no inconvenience to vessels moored well in the bay. Breakwater being built. Strongly recommended for yachts, on account of beauty of landscape, and excursions.

Djidjelly (Jidjelly).—Anchorage insecure; to be avoided.

Collo.—Bay small, but well sheltered from W. and N. winds.

Stora.—Badly sheltered roadstead. N.W. swell sets in very heavily.

***Philippeville.**—A fine artificial harbour has been constructed, but it has been frequently more or less destroyed by heavy weather, to which it is much exposed. Rly. communication with Constantine.

***Bone.**—The largest and best harbour on the coast. Every convenience for yachts. Rly. communication with Constantine and frontier of Tunis.

La Calle.—Very small port, only suitable for small craft. Entrance 82 yds. wide; depth 9 to 12 ft. Frequented by coral-fishers.

TUNIS.

Tabarca Island.—Connected with the mainland by isthmus, barely covered, forming two little ports. That to the W. is the best sheltered, but small; that to E. affords anchorage to vessels of any size in 7 to 9 fms., but is sheltered only from westerly winds.

Galita Islands.—Temporary anchorage on southern shore; sheltered from winds between N.W. and E.; 7 to 10 fms.; sandy bottom.

Bizerta (Benzert).—Roadstead much exposed. A canal, now impassable, communicates with a vast lake, which might be made one of the finest harbours in the world.

[*Mediterranean—Pt. I.*]

Porto Farina.—A large lake, once the winter station of Tunisian fleet, now silted up. Excellent anchorage in roadstead S. of Cape Farina. Sheltered from winds from W. and N. as far as N.E.

Bay of Tunis.—Eleven miles wide at entrance, 9 deep. Shores bordered with rocks or shoals.

***Goletta.**—The port of Tunis. During the winter a heavy sea rolls in from northerly gales, even when the wind is N.W.; but in summer a vessel drawing 15 ft. may lie in safety half a mile from canal entrance in $3\frac{1}{2}$ fms. A French Company proposes to construct an artificial harbour here.

***Hammamet.**—Vessels drawing 15 or 16 ft. may go far enough in to be sheltered from the E.S.E. winds. It is a fairly safe anchorage. The easterly winds in summer never rise to a gale, and those of winter rarely blow from the S.E., to which the bay is exposed. Landing is difficult.

***Susa (Soussa).**—No harbour. For 5 m. N. and S. of town the shore is fringed with a bank, breadth varying between a cable and a mile. E. and S.E. winds cause a heavy swell. These are most prevalent in spring and autumn. In winter the wind is usually from the land. This is the best place whence to visit the great Amphitheatre of El-Djem.

***Monastir.**—Should be avoided.

***Mahadia (Mehediah).**—Anchorage may be taken on either side of the headland; that on the S. is most frequented in winter, that on the N. is best for summer. Shore everywhere bordered by foul and shoal ground.

Gulf of Gabes (Kabes).—No safe harbour anywhere in this gulf. The entrance to it is between the great Kerkenah bank in the N. and the Djerba bank in the S. It is only 30 m. wide at the narrowest part. Sfax and Gabes are the only places of importance on its shores. Tides regular here.

Kerkenah Islands.—Should not be approached by vessels of any size.

***Sfax (Sphax).**—Anchorage protected from E. by Kerkena reefs, and is in consequence more secure than any

other S. of Tunis. But the whole of the gulf of Gabes should be avoided without absolute necessity.

***Djerba (Jerbah) Island.**—Surrounded by banks, which extend 5 m. from the coast. Should only be approached in very fine settled weather.

PROVINCE OF TRIPOLI.

***Tripoli.**—Rather a difficult port to make. See text. The roadstead is N. of the town outside the reefs in 13 to 15 fms. There is nothing whatever to tempt a yacht to any other part of the shores of the Syrtis west of

***Bengazi,** where one may remain in summer without risk, but it would be imprudent to do so in winter, save in a steamer with steam up; only vessels drawing less than 9 ft. of water can enter the harbour; the best anchorage is just outside the entrance. Convenient place for starting for Cyrene.

Ptolemeta (Tolmettah).—To find anchorage here in 10 fms. a vessel would have to go within half a mile of the coast.

Mersa Sousa.—The only object of coming here would be to visit Cyrene. Steamers with steam up may lie here, out even in summer there would be danger in a sailing-vessel anchoring. No supplies.

Dernah.—The anchorage is safe in summer, as it is sheltered from the prevailing N.W. wind. It is dangerous in winter.

Bombah Gulf.—Good anchorage, sheltered from all but E. winds, will be found inside Tank point. This is the ancient Menelaus harbour.

Menelaus Bay contains good anchorage, sheltered from all winds, except from E.N.E. to S.E.

Marsa Tebruk.—There is good shelter here from all winds except the E. It is by far the best harbour on this part of the coast, but it is difficult to find the entrance without a pilot. Perhaps this would be the safest place to leave a yacht if the owner contemplates a lengthened stay in the interior.

EGYPT.

There is nothing whatever to tempt a yacht to visit the coast of Egypt W. of Alexandria, but in case of necessity one can anchor at

The Gulf of Saloom (Solloom), in 7½ fms., or at

Mersa Matrou, which is well sheltered, but with a small narrow entrance.

***Alexandria.**—A first-class harbour, with every convenience. See text. The coast to the E. should be avoided as far as

***Port Said.**—See text. No other part of the coast of Egypt should be approached.

SYRIA.

***Jaffa (Yafa).**—The port of Jerusalem. The small harbour is formed by a chain of rocks; only boats and small craft can enter when the sea is smooth. The roadstead is quite exposed; communication is frequently suspended in winter.

Kaiserieh (Kaisariyeh).—No good anchorage.

***Caiffa.**—Near which is a German colony. Anchorage exposed.

Akka.—No port or good anchorage.

Sur.—The ancient Tyre. The port is considered the safest between Port Said and Ayas for vessels drawing less than 20 ft. The anchorage is protected by reefs.

***Saida.**—The ancient Sidon. The islet Jezireh forms the port, and affords some protection from a westerly sea. The roadstead is between the N. end of the islet and the beach.

***Beyrout (Beirut).**—The bank on which vessels anchor opposite the town is ¾ m. wide, with 11 to 20 fms. Bottom not good. During bad weather in winter vessels usually take shelter in St. George's Bay on account of the excellent holding ground it affords. There is also good anchorage opposite the village of Juneh in 6 or 7 fms.

***Tripoli.**—The roadstead is sheltered from the westerly gales of winter, and is considered safe in all weathers.

The most convenient port whence to visit the Cedars.

***Lattakia (Latakiah).**—Anchorage very insecure. Should be used only as a temporary anchorage.

***Scauderoun (Iskanderun).**—This anchorage is secure in all seasons; sometimes, though rarely, winds from the N.W. prevent safe communication with the shore. Town very unhealthy.

Bay of Ayas.—Anchorage may be taken anywhere, as there is excellent holding-ground, and never sea enough from the E. to be troublesome. For a long stay in a moderate-sized vessel the best berths are in the bight W. of Bittern point, that juts from the N. side of the bay. The best landing-place is on the beach on the W. side of the point. The Jaihun Chai river may be entered, and any boat that can cross the bar may ascend 20 miles. The sport is about the best in the Mediterranean.

ASIA MINOR.

***Mersina (Mersyn).**—The port of Tarsus. Anchorage in 4 fms. $\frac{1}{2}$ a mile from shore.

Agha Liman.—An excellent harbour for small vessels. Port of Selefkia.

Provencal Island.—The channel between it and the main forms an excellent roadstead with shelter in all weathers, and a ready egress in all winds.

Cape Cavaliere.—A bold headland connected with main by an isthmus. On the E. side is good anchorage.

Chelendreh.—A small but secure harbour.

Port Melania.—Small vessels may obtain shelter here. Open to the S. and S.E. winds.

Cape Anamour.—A bluff, 500 ft. high, the southernmost point of Asia Minor. Good anchorage for small vessels on its E. side.

Alaya.—No harbour, but tolerably good anchorage in the road.

Sidé.—Harbour choked up.

***Adalia.**—Harbour too small for general use. In summer good anchorage in outer roadstead in 15 to 20 fms.

Cape Avova.—A bold white cliff, with a creek at its S. point, in which small vessels might find shelter. In the middle of cliff a deep cave, where several boats might haul in.

Trekova, anc. Phasellis.—Remains of artificial ports. Anchorage abreast of it on clean ground.

Port Genovese.—A small but snug anchorage.

Ardassan (Adratchan) Bay.—Open to the E., affords a little shelter to vessels in a cove inside the S. point.

Grambousa Island.—Anchorage between it and the main 28 fms. Coarse ground.

Cape Khelidonia.—In the E. part of bay of Phineka, 2 m. N. of cape, is a second bay, in which anchorage may be obtained, sheltered from all winds except W., to which it is completely exposed.

Cape Phineka.—A high bold promontory; on the E. side is inlet of Yeronda, open to southerly winds.

Kakava Island.—Entrance to roadstead good.

Kastelorizo Island.—The harbour is on N.E. side, and though small is very snug. Vessels haul close to town. No difficulty in entering.

Port Sevedo.—Good, but water very deep.

Port Vathy.—A long and capacious harbour, but ill-suited from its length for sailing-vessels.

Kalimaki Bay.—Too deep for convenient anchorage. Open to S.

Simbalon Cove.—Secure anchorage in all weathers in 15 to 20 fms. Entrance 150 ft. wide, with 19 ft. water.

Makry Harbour.—Landlocked, and affords perfect shelter from all winds.

Kasil Islands.—Anchorage inside from 20 to 26 fms.

Skopen Bay.—Too deep for anchorage except in small creeks. Many ruins.

Tersaneh Island.—No sailing-ship should attempt to pass between this and Iero Island.

Cape Souvelat.—Extremity of a rugged peninsula; water too deep for anchorage.

Dalamon Bay.—Open and sandy; small vessels may find shelter inshore

of Papas Island. Southerly gales, however, send a heavy swell round it.

Kengezi Bay.—Open to S., but a snug anchorage in its northern extremity.

Karagatch Harbour.—The western arm affords secure anchorage in 5 to 20 fms.

Marmarice Harbour.—Ancient *Physcus*. Perfectly landlocked, secure anchorage for any number of vessels in 7 to 20 fms. Protected to S. by **Nimada Peninsula**.

Chifik Island forms the south of a small but snug cove.

Port Aplotheka.—Good anchorage towards the head.

Gulf of Symi.—Boz Burnu Liman, a sheltered anchorage on the N. shore of the gulf.

Gulf of Doris.—Port Losta on S. side, and Port Kiervasili at the S.E. side of Arineh bay afford sheltered anchorage.

Gulf of Kos.—Yede Atala, Port Deremen and Port Gallipoli on the S.E. side afford deep, spacious and sheltered anchorage. Boudroum harbour, on the N. side, though small, is well sheltered.

Mandelyah Gulf.—Many fair anchorages in this gulf, including Port Isene on E. side, and Basilicus Bay on the N. side.

Gulf of Scala Nuova.—The anchorage off Scala Nuova is open from winds N. to W.

Sighajik Bay.—Sighajik harbour on the N.E. side has sheltered anchorage.

Port Sykia is open to the S.W.

Port Mersin is open to the S.E., but in the eastern part of the port the anchorage is almost landlocked.

Port Egrylar has an almost landlocked anchorage.

Khios Strait.—Chesmeh harbour, spacious and fairly good, is on the S. side of the strait. Egri Liman, a landlocked and deep inlet.

Gulf of Smyrna.—Numerous sheltered and convenient anchorages; including Vourlah road, often visited by vessels of war.

Gulf of Sandarli.—Foggi Novia and Port Ali Agha on the S.; and Rema bay and Sandarli harbour afford anchorage.

Port Ajano, in Mityleni Channel, though small, is sheltered.

Youkyeri Bay (eastward of Tenedos).—Good anchorage during fresh N. and N.E. winds.

Bashika (Besika) Bay, near the entrance to the Dardanelles, is a safe summer anchorage much resorted to by vessels of war cruising in the neighbourhood.

DARDANELLES.

Sari Siglar, or Chanak Kaleh-si Bay and **Gallipoli Bay** are the best anchorages in the Dardanelles.

SEA OF MARMARA.

On the N. shore the roadsteads of Rodosto, Erekli, and Silivri, and the bay of Buyuk Chekmeje, afford fair anchorage.

On the S. shore, Pasha Liman harbour, Artaki bay and Kios road (at the head of Mudania bay) afford sheltered anchorage.

Gulf of Ismid.—Good anchorage off the town of Ismid.

Princes Islands.—Good anchorage on the E. side of the islands.

CONSTANTINOPLE.

Good anchorage from a mile E. of Stephano Point nearly up to Seraglio Point for vessels waiting a fair wind to enter the Bosphorus.

Golden Horn, the port of Constantinople, is always crowded with shipping; but the outer anchorage at the entrance of the port is never used, in consequence of the violence of the currents.

The best anchorage for a stranger is off the arsenal of Top-khana, near the line of junction with the descending and ascending currents.

SPORADES.

Thasos (Thaso).—In the channel N. of Thasos the anchorage is good in all seasons.

Samothrace (Samothraki).—No good harbours. Several fair anchorages.

Lemnos.—Port St. Anthony, or Moudros, on the E., has spacious and good anchorage.

Imbros.—Anchorage along the S. side of the island; excellent port.

Tenedos.—Has a port on the N.E. side of the island, with anchorage suitable only for very small vessels.

Lesbos (Mityleni).—Has two of the finest harbours in the world. Port Hiero, or Iero, to the S.E., and P. Calloné, or Kallone, to the S.W.

Psyra (Psara).—Nothing to repay a visit.

Icaria (Nikaria).—No good harbour.

Chios (Khios).—Port Kolokythia on the E. side is sheltered from all winds.

***Samos.**—Khora is the present capital. A deeper and safer port is at Bathy (or Vatbi) on the N. side of the island.

Patmos.—Several good harbours, the principal one, or scala, is on the E. side. This, however, is not a good winter anchorage, being exposed to the S.E. swell, but it has shelter from N. winds.

Leros.—Port Pathani on the N. side is sheltered by the islet Arkhangelo.

Calymnos (Kalimno).—Good anchorage at the S.E. end of the island in a bay open from E.S.E. to S., and sheltered from any sea by Kos.

Astypalæa (Stampalia).—The port of Stampalia is St. Andrea, situated on the N. side of the island, affording commodious anchorage. On N. side also is situated Port Vathy, a landlocked basin with a narrow entrance, having only 9 feet water. On the S. side is Port Maltezana, deep, and affording shelter from all but S.E. winds.

Kos (Kos).—No harbour. Roadstead at E. end.

Nisyros (Nisero).—No good harbour.

Telos (Piscopi).—Two anchorages. Livadia bay on the E. side is open from N.E. to E. Megalo bay on W. side is open to the S. The scala is at Plagio bay on the N. side.

Syme (Symi).—Has a narrow, but deep and safe harbour.

Chalki (Karkí or Kallce).—Harbour good, though small.

***Rhodes.**—Has two artificial harbours; the smaller, a fine basin with a narrow entrance, is sheltered on all sides, but is now so much choked up with sand that it can only be used by small craft. The other is a little larger, and with deeper water, but exposed to N.E. winds. There is anchorage in summer outside these ports.

***Crete.**—The capital is Chania. Its harbour is in the form of a double bay, the southern one, opposite the entrance being the deepest, but much exposed to northerly gales. The eastern one is now so shallow that it can only be used by vessels of light draught.

To the E. is the fine bay of Sudra (*Suda*), one of the most capacious and safe ports in the Levant.

At Retimo there is a small harbour, admitting only vessels drawing less than 10 ft.

Megalo-Kastron is the second town. It has a small artificial harbour into which vessels drawing 12 ft. can enter.

The harbour of Spinalonga is a fine inlet, but owing to a bank it is only available for coasters.

In Poro bay there is good shelter in a N. or N.E. gale, though open to the S.E.

The S. coast has no secure harbour. Porto Lutro is the only place where a vessel would be secure in winter. At Selino, to the S.W. of the island, there is fair anchorage.

CYCLADES.

***Syros (Syra).**—A great centre of trade and steam-communication. An excellent harbour on the E. side of the island.

Tenos (Tinos).—The capital is on an open roadstead, but there is a good harbour at Panormo on the N. coast, though little frequented.

Mykonos (Mykons).—To the S. of the town there is a harbour running far into the E. and S.E., and sheltered from the W. by a cape and islet.

Delos.—Hardly inhabited. The channel between it and Rhenea forms a good anchorage.

Andros.—Port Gavron, on W. side,

though small, affords shelter in all winds.

Keos (Zea).—Well worth a visit. Good harbour.

Kythnos (Thermia).—Thermal springs. Two good harbours, Phykias and Colonna, to the N., and two more to the S.

Serphos (Serpho).—A good harbour on the S., called Porta Catena (*Port Livadhi*).

Siphnos (Siphano).—A good harbour, Pharos, on the S.E. coast.

Kimolos (Kimolo).—Harbour small and insecure.

***Melos (Milo).**—On the W. is a deep bay, forming an excellent harbour.

Pholegandros (Polykandro).—Has no good port. There is anchorage in a cove on the S.E.

Sikinos (Sikino).—A small barren island, with no port.

Ios (Nio).—A good harbour to the W. Also good anchorage in creeks on the S.E. and S.W. coasts.

Thera, or Santorin.—A volcanic island, of horseshoe shape. Two landing-places in the concave bay on W. side.

Anaphe (Anaphi).—No harbour in this island.

Amorgos (Amorgo).—Three anchorages on N.W. side, viz. St. Anna bay, Kakokeraton bay, and Port Vathy. Port Vathy is almost land-locked.

Naxos.—Large and fertile. No harbour; but Procopi bay, on W. side, affords good anchorage in N.W., N. and N.E. gales.

Paros (Parekhia).—An excellent harbour at Naussa, on the N. coast; another at Parokia, on the W.; and two others on the E. coast.

Oliaros (Antiparos).—Port only available for small craft.

Skyros (Skyro).—Several natural harbours.

Ikos (Kheledromi).—A large, well-sheltered harbour, but the water is very deep.

Peparethos (Skopelo).—Small land-locked harbour on S.W. side.

Skiathos (Skiatho).—Richly wooded. Has an excellent harbour on S.E. side.

CYPRUS.

Cyprus possesses an artificial harbour, Famagusta, also a few anchorages in open bays on the S. and E. coasts.

Kyrenia.—A small and not very safe anchorage, the usual landing-place from Asia Minor.

Morphou Bay.—In the western part there is good summer anchorage in 6 to 12 fms.

Baffo.—A small harbour nearly choked up with sand. A nasty swell comes in from S.E.

Akroteri Bay.—Vessels can obtain anchorage in moderate depth a mile from the beach. Open to S.E.

Limassol.—Its roadstead has excellent holding-ground, and vessels can lie during any weather.

Larnaka.—Anchorage, though open to S.E. gales, which prevail in winter, is safe for vessels with good anchors and cables. Landing is seldom difficult.

Famagusta.—Ruins of a mole still exist; anchorage within in 11 feet. Anchorage inside the reef, which extends parallel to the shore.

Three m. to the N. is the ancient port of Salamis. Very unhealthy.

COAST OF RUMILI.

Gulf of Xeros.—Anchorage between the two Xeros islands; also at Port Baklar on the S. shore of the gulf.

Dédé Agatch.—A vessel may anchor from a half to a mile off shore; but there is no protection from S.W. winds, which occasionally blow with great violence.

Kavala, opposite the N. side of Thaso, has good anchorage.

Dewtharo Cove.—Spacious; open to the E.

Erisos Bay.—A small harbour named Plati, just within Cape Plati (south horn of Erisos bay).

Gulf of Monte Santo (Mount Athos).

—**Problaka Bay.**—Anchorage on N. side of bay.

Port Dimitri.—Anchorage between the island and the main.

Port Sikia.—A spacious anchorage open to the E.

Gulf of Kassandra.—Port Koupho.—A landlocked harbour.

Gulf of Salonika.—Saloniki Bay.—Convenient and good anchorage. Landing difficult in strong S.W. winds.

Katerina.—A scale (landing-place) sometimes used for the ascent of Olympus.

S. Theodore.—Another scale.

Gulf of Volo.—Has several anchorages, viz. Port Phtilio and Port Surbi (Almyro bay) on W. side; Volo Bay on N.; and Ports Vathudi and Trikiri on S.E.

GREECE.

Euboea.—No harbour on E. coast.

Gulf of Lamia (*Gulf of Zeitoun, or Styliada*).—Landing-place for Thermopylae.

Talanta (*Talanta*).—Spacious and good anchorage.

Chalkis and the Euripus.—Where the Euboean channel narrows so much as to be spanned by a bridge. See text.

Marathon Bay.—The best anchorage is on the N.W. side. The bay is open to the S.E.

Sunium (or *Cape Colonna*).—A rocky promontory, exposed to the fury of every gale.

***Piræus.**—The harbour of Athens.

Kalamaki.—On the Isthmus of Corinth. The anchorage is open to winds from S. to E.S.E.

Bay of Eleusis.—Almost landlocked. Has deep water, and is approached by two channels. The E. channel has 3 fms. least water; the W. channel 2 fms.

Salamis.—Port Kalouri, on W. side, is a fine harbour.

Megara.—A poor village. The port formed by a small island.

Kenchræ (*Kekhræ*).—Small artificial harbour, fallen into decay.

Epidaurus, mod. Pidhavro.—A secure little port.

Ægina.—An island in the centre of the Saronic Gulf. There is anchorage on S.W. side.

Poros.—A bare and almost uninhabited island close to the mainland, with a beautiful and capacious harbour.

Hydra.—The harbour is on the N.W. side of the island.

Spesma.—A miniature likeness of Hydra. Port good, and much frequented.

Nauplia.—Roadstead one of the best in Greece, well-sheltered and with good anchorage. The harbour for Argos, Tiryns, and Mykenæ.

Monemvasia.—The best anchorage is on the N. side of the peninsula.

Cerigo.—Formerly one of the Ionian Islands. The chief harbour is that of St. Nicholas, on the E. coast. There is another at Kapsali, to the extreme S., but exposed to S. and S.E. winds, which send in a heavy sea. Excellent sport in spring.

Marathonia is the principal seaport of the district. The anchorage is N. of Crane islet, which affords protection from S. winds.

Port Asomato.—A small anchorage about a m. N. of C. Matapan, sheltered from all winds except those between S. and S.E.

Kaio, or Porto Quaglio.—A beautifully sheltered small circular harbour near Cape Matapan.

Bay of Mesapo.—The best harbour on the W. coast of Maina.

Kitries.—Stands on a rock deeply embayed within surrounding mountains. Great depth of water. Vessels must be secured by hawsers to the shore; but being exposed to strong N.W. winds the bay is seldom resorted to.

***Kalamata.**—Principal place in Messenia.

Koron.—Roadstead much exposed.

Modon (or *Mothoni*).—The ancient port, formed by a mole, is now filled with stones and sand.

Navarino.—A noble basin, 12 to 20 fms. Northern entrance to the harbour now passable only for small boats. A S.W. wind brings a great swell into the harbour, although tolerably well shut in by the island of Sphacteria (*Sphaghia*).—The summer anchorage is half a m. N. of the town; in winter, N. of Kaloneski island.

Kyparissia.—Many beautiful ruins in the neighbourhood, but no safe harbour.

Katakolo.—The port of Pyrgos, sheltered by a long promontory from the N. and W., but quite exposed to S. A mole is being constructed. Many steamers come here for currants. Starting-point for Olympia.

Bay of Kunupeli.—8 m. S. of Cape Papa; visit pine forest of Ali-Tchelebi. Fair shelter from N.E., but from W. gales a shelter must be sought at

Karavostasi Bay, on the other side of C. Papa, which is exposed to sudden and dangerous shifts of wind. A wide berth should always be given to C. Papa, on account of a projecting sand-bank.

Gulf of Patras.—About 20 m. long and 12 m. across, forms a sort of antechamber to the G. of Corinth.

***Patras.**—No harbour. Mole gives protection to small vessels. Good anchorage in the open roadstead. Sometimes heavy squalls come down from the mountains around.

Rhium and Anti-Rhium.—The promontories between which is the strait leading into the G. of Corinth. It is not always easy for a sailing vessel to pass, on account of the strong winds which blow in during the day, and the currents in a contrary direction at night.

Ægium.—Only an open roadstead, but a projection to the E. protects it from that quarter.

New Corinth.—At the narrowest part of the isthmus. Entirely exposed to the heavy sea which rolls in from the W.

Lutrâki.—An open roadstead, somewhat better protected than that of Corinth by the great mountain promontory running W. Vessels can lie close inshore.

Kala Nisia Islands.—Capital shelter amongst these for a yacht.

Port Vathy.—Good harbour, but navigation not easy for sailing-vessels.

Gulf of Aspraspitia.—Excellent shelter may be obtained here.

Krissean Gulf (Salona Bay).—Contains several fine anchorages.

Ites.—Scala for Salona, and starting-place for Delphi.

Galaxidhi.—A picturesque bay with excellent shelter.

Naupaktus (Ital. Lepanto).—An anchorage not safe in bad weather.

Mesolongi (Missolonghi).—On the edge of a salt lagoon, most unhealthy in winter.

Scrophæa.—Off these took place the battle of Lepanto.

Platia and Panteleimon.—Little bays, with good shelter.

Dragomestre.—At the head of a beautiful bay. A good halting-place for sportsmen.

Kalamos (Kalomo).—The largest island off the Akarnanian coast.

Mytika.—Beautifully placed at the head of a bay, exposed to the S.

Zaverdha.—At the head of a gulf less protected than the preceding.

***Leucadia or Sta. Maura.**—The beautiful bay of Vliko, running far inland, affords an excellent anchoring-place in $3\frac{1}{2}$ fms. In the islet of **Meganisi** is an excellent harbour called **Vathy**. The W. coast of Leucadia is steep and dangerous, but in the extreme N. is a harbour constructed by the Anglo-Ionian Government, protected by a mole. Also a canal to Amaxichi for boats drawing 5 ft.

Ithaca.—On the E. side is **Pt. Molo**, a magnificent and unrivalled harbour, with 3 lovely inner harbours; the middle one, **Pt. Vathy**, runs back S.E. from **Pt. Molo** for $1\frac{1}{2}$ m. with a width of $\frac{1}{4}$ to $\frac{1}{2}$ m. Here is the capital of the island. Large ships can moor with safety at the very doors of the houses.

***Cephalonia.**—Of triangular shape, with a deep bay on each of the sides. That of **Arso** to the N.W., **Samos** to the N.E., and **Argostoli** to the S.W. The two last are harbours of unusual excellence and spaciousness.

***Zante.**—The capital is on a wide shallow bay, somewhat protected by a long mole, but open to the E.

ALBANIA.

***Prevesa.**—Situated on the narrow and tortuous channel giving entrance to the beautiful Ambracian Gulf, has a shifting bar which all vessels must pass. They should never attempt to do so without a pilot. In 1880 the probable depth on the bar was 2 fms.

Gulf of Arta.—Accessible only for small vessels, but containing secure and well-sheltered anchorages.

Parga.—Two little harbours only suited for small craft.

Paxo.—A small island, with a harbour at Port Gaio on the E. side, formed by an islet; may be entered by either extremity.

Corfu Road.—Affords excellent anchorage, 2 m. long by $\frac{1}{2}$ m. wide.

***Corfu.**—The most important of the Ionian Islands. The ordinary landing-place is at the Health-office mole, but there is another for man-of-war and yacht boats in the ditch of the citadel.

Bay of Butrinto.—Best anchorage on the coast of Epirus.

Quaranta Bay.—Well protected by all but W. winds.

Port Palerimo.—A safe and deep harbour, and a good station for a yacht.

Gulf of Drino (Drin).—Good anchorage if a vessel is caught in the Bora.

AUSTRIA.

***Trieste.**—First-class port. See text.

Capo d'Istria.—Bay open to the W., the usual anchorage 1 m. N.W. of town. Holding-ground bad.

Isola.—A small dock, protected by a mole, for fishing-boats.

Pirano.—Unprotected from Bora. Bay open to N. and N.W. winds. The port is a small inlet, protected by a mole.

Port Omago (or Umago).—A small semicircular bay, open to N.W.

Port Quista.—Good anchorage for vessels of any size, sheltered from all but W. winds.

Port Cervera.—Sheltered from all but W. winds.

Parento.—The port is the best shelter in bad weather on the coast of Istria for vessels drawing not more than 15 ft.

Rovigno.—An indifferent anchorage.

Pola.—An exceedingly fine harbour. See text.

Gulf of Medolino contains some well-

sheltered anchorages, but rocks and shoals render it difficult of access.

Arsa Canal.—Six miles long, with several good anchorages for small vessels. Quite landlocked beyond the entrance.

***Fiume.**—A most important commercial harbour. See text.

Porto Re.—Small, but sheltered from all but N.W. winds. It has one common entrance with Buccari bay.

Buccari Bay.—A landlocked basin, with space for a number of vessels of any size.

Cherso Island.—The port of the same name is small but excellent.

Loosani Island.—Port **Augusto** on the W. coast is considered one of the best ports in the N. part of the Adriatic.

Veglia Island has several anchorages, but all more or less exposed to the Bora.

Arbe Island.—In the middle of the S.W. coast is a cove where vessels are sheltered from all winds by a jetty and mole. There are several other anchorages.

Pago Island.—The port, near the centre of the N.E. coast, is large and commodious.

Selve, Fremuda, &c., contain no good anchorages.

Zara.—A small but secure harbour.

Uljan (Uglian) and Pasman Islands.—No good harbours.

Sebenico.—A narrow basin, surrounded by high land. Bora severely felt, but the port is a good commodious anchorage.

Sebenico Vecchio.—Seldom visited.

Island of Lissa.—On the N.E. side is **Port St. Giorgio**, one of the best harbours in Dalmatia.

Traù.—A very small harbour between two jetties, with a depth of 10 ft. Large vessels can anchor in **Saldon Bay** on the W. side of Bua. An insecure anchorage in bad weather.

Spalato.—Anchorage not good. A mole extends from the shore and encloses an artificial harbour 4 to 9 ft. deep.

Island of Brassa.—The best port is **Milna**, perfectly protected from all but N.W. winds.

Almissa.—No good port; anchorage in the road in 14 fms.

Island of Lesina.—**Port Citta Vecchia** is a fine bay, open to N.W., and well sheltered from the N. winds.

Sabbioncello Peninsula.—Between this and the mainland there is no good harbour.

Curzola Island.—Convenient anchorages on the W. side.

Melida Island.—The N. coast is easy of access and has several good anchorages.

Gravosa, the port of **Ragusa.**—A very snug harbour with good holding-ground.

***Ragusa Port.**—Only space for a few small vessels. Entrance very difficult in bad weather.

Ragusa Vecchia.—No better than the last mentioned.

Gulf of Cattaro.—Affords excellent anchorage, though sometimes difficult of entrance and exit for sailing-vessels. It consists of four basins surrounded by high land, all except the outer being very good.

Budua.—Open to the S.W.

Antivari Bay.—No good anchorage.

ITALY.

***Venice.**—The best anchorage for yachts visiting Venice is **Port Malamocco**, 7 m. distant.

A yacht should not touch at any place on the Italian coast after leaving Venice before

***Ancona,** which has a fairly good and capacious harbour.

Tremiti Islands.—The anchorage is well sheltered from the Bora.

Manfredonia.—The best harbour of refuge on the W. coast of the Adriatic from the Bora.

***Bari.**—An indifferent harbour, open to the E.

***Brindisi.**—Port of departure for Anglo-Indian mails. Excellent harbour.

***Gallipoli.**—Good harbour, formed by a breakwater.

***Taranto.**—A spacious and well-sheltered harbour.

Reggio.—Water too deep for anchorage; no harbour.

Pizzo.—Indifferent anchorage in 5 to 10 fms.

Paolo.—No harbour.

***Naples.**—First-rate harbour. See text. Constant complaints of its sanitary condition and awful stenches.

Castellamare.—Good harbour.

Sorrento.—Indifferent anchorage.

Capri.—No good anchorage.

Procida.—The best anchorage is on the N. side of the island, W. of the town of Procida.

Ischia.—No good anchorage.

***Civitavecchia.**—Indifferent harbour. Port of Rome.

***Leghorn.**—One of the best harbours in the Mediterranean.

***Spezia.**—Great naval arsenal.

***Genoa.**—A fine artificial harbour.

Savona.—Outer and inner harbour, the latter perfectly sheltered.

Oneglia (Oneille).—Small harbour, exposed to the S.

Porto Maurizio.—Harbour available for vessels drawing less than 10 or 11 ft.

***San Remo.**—Indifferent anchorage.

TUSCAN ARCHIPELAGO.

***Elba.**—A small but good harbour at **Porto Ferrajo**.

Pianosa.—The landing-place is at **Cala S. Giovanni**; there is another on the S. side.

Giglio.—The port is in a small bay on the E. coast.

Gianutri.—No good anchorage.

Capraja.—Deep water close to shore.

Monte Cristo.—Deep water all round.

Gorgona.—A small bay on the N.W., and another on the S.E. Coast everywhere straight and bold.

SARDINIA.

Reparata Bay, near northern point. Small vessels may find shelter from nearly all winds.

Gulf of Arzachena.—Much used by

Lord Nelson; requires caution on W. shores and head of gulf.

Congianus Gulf.—May be used in fine weather by small vessels.

Terra Nova Gulf.—18 to 20 fms. Mud.

***Port of Terra Nova.**—Can only be used by fishing-vessels.

Orosai.—No harbour here, or until one reaches Cagliari.

***Cagliari.**—A safe and convenient roadstead in all weathers.

Bay of Palmas.—A deep indentation, forming safe and convenient anchorage for every class of vessel.

San Pietro Island.—Anchorage at Carlo Forte on the E. side; much frequented for minerals.

Oriстано.—Bay open to W. Good anchorage with off-shore wind.

Porto Conte.—The head of the bay offers good shelter for a single yacht in bad weather.

Porto Torres.—Capable of holding a few small vessels.

LIPARI ISLANDS.

Stromboli.—No good anchorage.

Panaria.—Anchorage N. or S. of Formiche rock in 10 to 15 fms.

Salina.—Three anchorages where small vessels may lie.

Lipari.—Anchorage on reef, 3 fms. N. of town; elsewhere deep water all round.

Vulcano.—Small anchorage on N., where Vulcanello is joined to main island by an isthmus.

Filiudi.—No good anchorage.

Aliudi.—No good anchorage.

Ustica.—Small harbour at S^a. Maria, exposed to sirocco.

SICILY.

***Trapani.**—Harbour open to S.W.; in those winds there is anchorage in bay N. of town.

***Marsala.**—Port only suitable for vessels drawing 12 ft.; larger ones anchor in roadstead. Pilot required.

***Mazara.**—Vessels anchor off town in 8 to 13 fms.

Port Palo.—3 m. E. of Selinunto affords shelter to small vessels from N.W. winds.

***Sciacca.**—No good anchorage.

Port Empedocle, port of Girgenti.—A convenient little harbour.

***Licata or Alicata.**—A small harbour with from 3 to 4 fms., and temporary anchorage a mile S.W. of town.

***Terra Nova.**—Anchorage much exposed.

***Siracusa (Syracuse).**—A magnificent harbour. See text.

Port Augusta.—A secure and spacious port.

***Catania.**—Harbour sufficiently protected in ordinary weather, though not in heavy N.E. gales.

Aci Reale.—Port small.

Taormina Bay affords tolerable summer anchorage in 8 to 30 fms.

***Messina.**—Excellent harbour and dry docks.

***Palermo.**—Excellent harbour.

MALTA.

Vessels only allowed to anchor at Valletta. See text.

CORSICA.

***Bastia.**—Old Port suitable only for small vessels; open to the E. Another large and commodious one has been made to the E. of the town.

Port S. Nicolas.—A mile N. of Bastia, a more capacious harbour is being constructed.

Port Bonifacio.—A narrow creek open to the W.S.W.

***Ajaccio.**—An excellent and capacious harbour.

Calvi.—Indifferent anchorage.

SOUTH COAST OF FRANCE.

***Menton.**—When breakwater is completed, the harbour will be perfectly protected; the present one is small and shallow, and exposed to S.W.

Monaco.—Port entirely exposed to E.; rarely entered save by yachts.

Ville-Franche.—Port intended ex-

clusively for French Government vessels, but yachts permitted to enter. A depth of 22 ft. inside the mole.

***Nice.**—Harbour divided into three portions; not more than 13 to 18 ft. water can be depended on. Outer port never used, on account of swell. Non-commercial vessels use the middle, and merchant-ships the inner portion. Smell in the harbour most offensive. Stores of every description procurable.

Antibes.—Harbour small, but secure.

***Cannes.**—Port not safe. No pilots.

Ste. Marguerite (*Lérin Islands*).—Good anchorage and shelter N.W. of citadel in 3 to 5 fms.

Frejus.—The little port of St. Raphaël is protected by jetty from S., behind which 5 or 6 vessels of 300 tons can moor.

Hyères Bay.—Anchorage in almost any part in 5 to 18 fms. The bay is exposed to S.E. and S.W. winds.

***Toulon.**—Great naval arsenal. A small basin E. of the old basin is allotted for merchant-vessels.

***Marseilles.**—Great commercial port. Stores of all kinds obtainable. Every convenience for repairs.

***Cette.**—Artificial port; large and secure. Great commerce in wine, &c.

Port Vendres.—Small and secure, sometimes difficult of access; in communication with Algiers by mail steamers.

BALEARIC ISLANDS.

***Majorca.**—The bay of Palma is protected from N.W. gales, though open to S. and S.W. The Harbour of Palma is small, but secure; vessels can lie alongside the quay.

***Menorca** (*Minorca*).—The harbour of Port Mahon is one of the best and most capacious in the Mediterranean.

Cabrera.—Excellent and secure harbour.

COAST OF SPAIN.

***Barcelona.**—A large and commodious artificial harbour. In direct railway communication with France.

***Tarragona.**—A safe and commodious artificial harbour.

***Valencia.**—The harbour El-Grac, 2 m. from town, is an artificial harbour. Valencia is celebrated for oranges.

***Alicante.**—Harbour (artificial) good.

***Cartagena.**—Great military port, harbour undergoing great improvements.

Almeria.—Indifferent harbour.

***Malaga.**—An artificial harbour of considerable importance; about to undergo great improvements. Starting-place for Granada and Cordova. Great emporium for Montilla sherries, and other wines, raisins and oranges.

Gibraltar.—See text.

HANDBOOK

TO THE

MEDITERRANEAN.

PART I.

SECTION 1.

N. AFRICA:—MOROCCO, ALGIERS, TUNIS, AND TRIPOLI.

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MOROCCO.

1. Tangier. (Pop. 16,000.)

Inns: *Royal Victoria*, near the landing - place; *Hotel de France*, higher up in the town; *American Hotel*, in the same part of the town; *Central Hotel*, on the town walls, overlooking the eastern beach; *Villa de France*, outside the town, in a very healthy position, and commanding a beautiful view.

British Minister Plenipotentiary: Sir John H. Drummond Hay, K.C.B. *British Consul:* Horace Philips White, Esq. *U. S. Consul-general:* Felix A. Mathews, Esq. *English Physician:* A. O. White, Esq. No resident English clergyman.

Means of Communication. — Small steamers ply regularly four times in the week between Gibraltar and Tangier. There are also frequently French steamers touching at Gibraltar, coming from Marseilles, bound for Tangier and the other Moorish ports. The passage generally occupies about 3½ hours.

Tangier Bay offers very fair anchorage. It is protected from all winds excepting the S.E. and N.W., to which it is exposed. During strong easterly winds vessels seek the shelter of its eastern side, but from the S.W. wind there is no shelter.

The view of the town from the bay is very pleasing, rising from the sea in the form of an amphitheatre, its white-washed houses glistening in the sun. The minarets of the three principal mosques, and two or three tall palms, break agreeably the monotony of the straight skyline formed by its terraced houses.

To a stranger who has not travelled in the East, the first view of Tangier is very striking. Although Europe has been left behind but a few short hours, he finds himself transported into a city as thoroughly oriental as a page of the 'Thousand and One Nights.' A convenient pier, of recent construction, enables him to land in comfort, but one is almost tempted to regret the picturesque but very dis-

agreeable method formerly in force, of being carried ashore on the backs of brawny but unclean Jews.

His baggage will be examined at the custom-house, but the port officials are civil and give no unnecessary trouble. The same cannot be said of the hotel *touters*, all anxious to impress upon him the merits of their respective establishments.

Tangier, anciently *Tingis*, was of Phœnician origin, and, according to an ancient tradition, it was founded by the Canaanites who fled from Palestine before Joshua. It is even said that two pillars existed until comparatively late times, bearing inscriptions to that effect.

It became a Roman colony under the Emperor Claudius, and was known as *Julia Traducta*. It subsequently passed into the hands of the Goths, and became the metropolis of what was known to them as *Hispania transfretana*. It was abandoned to the Moors by Count Julian, was besieged in 1437 by Ferdinand of Portugal, who was beaten and taken prisoner; conquered by Alfonso V. of Portugal in 1471, and ceded to the English in 1662, as the dowry of Catherine of Braganza on her marriage with Charles II.

During its possession by the English the fortifications were repaired and added to by the Captain-General, the Earl of Teviot. Forts were built by him outside the town; one called Fort Charles on the plateau of Mars-han, and another, called Fort Mon-mouth, on the sand hills to the south of the town. A fine Mole was also constructed by Lord Teviot, which was 30 yds. broad, and projected from 300 to 350 yds. into the sea. It was destroyed by the English when they evacuated the place in 1683. The foundations of the mole are still visible at low tide, and are marked at high-water by the surf which breaks over it when the wind is high.

During the British occupation Pepys had much to do with the management and victualling of the town. He made a handsome profit by his operations, and he had powerful protectors which

relieved him from any danger of interference.*

Tangier must always possess an interest for an Englishman, on account of its former connection with English history. The death of the brave Earl of Teviot in a sally against the Moors, who were lying in ambush in the thick woods, and fell upon the English forces in much larger numbers than were expected; Colonel Kirke and his "lambs;" good Bishop Ken, who was for some time chaplain to the garrison, will all recur to the Englishman who visits Tangier.

The following passage in 'A Letter from a Gentleman in the Lord Ambassador Howard's Retinue to his Friend in London, dated Fez, November 1, 1666,' is interesting, but it does not give a flattering picture of our ancestors. "You may expect my judgment of that place (Tangier) which I send to you freely. It is a most pleasant seat as is in the world. The air is pure and refined, the territory good and fruitful, the climate very moderate, neither too hot nor too cold, by reason of the continual brizes, or the Etesian winds that refresh the air in the heat of summer. It were to be desired that such industrious and publick spirited persons did inhabit there, as might make an improvement of the goodness of the soil, and of the conveniences of the place. If wine were prohibited, so many of our English nation had not found their graves. Scarce any die here but by excess and intemperance; some having brought themselves to the capacity of drinking as that they will make no difficulty to swallow above a quart of strong Nantz brandy at one time. We see therefore in the most of them death appearing in their faces before they die. Their parts are burnt up with the hot spirits of their strong liquors. They seem to take pleasure in destroying themselves."

One more extract, this time in verse, from 'The Straights Voyage, or the St. David's Poem, being a description of the most remarkable passages that happened on her first expedition

* "Samuel Pepys and the World he lived in." By H. B. Wheatley. 1880.

against the Turkes of Argier, Sir John Harman, Commander, Rear-Admiral of His Majesty's fleet, beginning May, 1669, ending April, 1671. By John Baltharp, belonging to the aforesaid ship.'

"Concerning of the David Saint
And her straights voyage I'll you acquaint.

August the tenth we sailed away,
And anchored at Tangier next day;
A place the English now possess,
On the Barbarians' shore it is.
'Tis fortified very strong,
Or else we should not keep it long.
There doth also a mole here stand,
Where ships may ride within command.
'Tis fortified two miles long,
With towers also exceeding strong,
In each of which good guns do stand,
To drive the Moors away by land,
Of which sometimes there doth appear
More than one hundred thousand in one
year."

Tangier is situated on the western slope of the bay. It is divided into the *Kasbah*, or fort, and the *Medinah*, or city; the former is surrounded by walls, and occupies the northern and more elevated portion of the slope.

With the exception of the Foreign Legations and Consulates, and the residences of some of the more wealthy merchants, there are but few good houses in Tangier, the generality being small, and of one storey only, with low entrances and without windows towards the streets, which are so narrow, and resemble each other so much, that the stranger has the greatest difficulty in finding his way amongst them.

The climate is mild and agreeable, the thermometer ranging in winter between 50° and 64° Fahr. and seldom rising above 82° in summer. It is well suited as a residence for persons suffering from lung diseases. The air is moist, but it is sea-damp, not injurious, except in rheumatic affections. The winter rains are moderate, and the climate much resembles that of Algiers, though cooler than it in summer.

The population of Tangier does not exceed 16,000, of whom about 6000 are Jews. It is under the government of a Kaid or Basha, whose province extends on the W. close to Arzyla,

on the E. to the Angera hills, at the eastern extremity of the bay, and on the S. to the mountains of Beni M'ouar and Oued Ras. The town of Tangier contains few sights. A walk through the town, observing the outsides of the mosques, into which no Jew or Christian is permitted to enter; the small shops of the Moors raised above ground, and containing a space of but a few feet square; a look into the *Fondacks*; a climb up to the Kasbah, whence there is a fine view of Tangiers itself and the coast of Spain in the distance; a glance at the Moorish prison, and the arches and columns at the entrance of the Basha's residence; and all that is remarkable at Tangier will have been seen. Travellers can sometimes obtain permission to visit the residence of the Belgian Minister, which is built in the Moorish style, and contains various objects of interest. Moorish and Spanish.

The *Soko*, outside of the town, is worth a visit, and on market days (Sunday and Thursday) presents a curious picture, being filled with men, women and children from the neighbouring villages, coming to purchase or sell provisions. It is difficult to wend one's way through the crowds of people, mules, horses, camels and asses. Here, in the afternoons, may be frequently seen the itinerant story-tellers and snake-charmers, with circles of admiring natives gathered round them, listening with unflagging interest to the oft-told tale, or watching the familiar performances of the snake-charmer. Rough and wild-looking as the Moors appear, they are generally civil and well-behaved towards the foreigner.

Beyond the town, a ride at low tide round the eastern beach will occupy an hour or two pleasantly. After passing the turning off to the Tetuan road the picturesque ruin of an old Roman bridge is passed on the right hand, and soon after the remains of *Old Tangier* are reached, just across the mouth of a small river. Here the galleys were laid up in winter in ancient times. The place is now useless on account of the sand-banks and

bar which obstruct the mouth of the river.

The traveller who has the time should make a point of visiting the lighthouse at *Cape Spartel*. The ride occupies from 1½ to 2 hrs.; a good walker would cover the ground in a couple of hours. After crossing the *Oued el-Yehoud*, or Jews' river, at about 25 minutes from the town, the remains of an ancient aqueduct are passed. The road through the *Djebel*, or mountain, is very picturesque. Here are several gardens and country villas, to which some of the residents of Tangier betake themselves in summer to enjoy the cool and fresh mountain air, and the pure water of the mountain springs. There are several sources of ferruginous water in these gardens. The vegetation is rich; the cistus, heath, lentisk, bay, laurustinus, honeysuckle, yellow broom, dwarf oak, cork trees, myrtle and other plants, are met in great abundance. The lighthouse of *Cape Spartel* was built at the expense of the Moorish Government by a French architect, and is maintained at the expense of the foreign governments who contribute towards it. After having rested at the lighthouse, ascended the tower, and taken refreshment, the traveller can extend his ride by visiting the caves of *Ras Ashukkar*, near the village of *Mediuna*, which have been used as stone quarries from ancient times, and where all the millstones for grinding wheat that are used in the province of Tangier are still cut. The ride home to Tangier can be made through the plain, thus varying the day's excursion.

On that part of the plateau of *Mars-han* which is nearest to the Kasbah, may be observed a great number of tombs, cut out of the living rock, which were probably the burial-places of the ancient Phœnicians.

The sportsman who comes to Tangier in the belief that he will find plenty of game within easy distance of the town, will be woefully disappointed. It was so some 15 or 20 years since, but now the game has been all shot down; partridges and hares are rarely to be found within

some hours' ride of the town. Boars are still to be met with in the neighbouring hills, and hunts are got up pretty frequently in the winter months, when notice of the spot where the boar-hounds meet is always given at the hotels. The close season for shooting hares and partridges is from 1st February to 15th August. Capital shooting, however, is to be had at Tetuan, Arzyla, and Laraiche.

About 12 m. S.S.W. of Tangier are the Lakes of *Sherf el-Akab*, which afford good snipe-shooting in the season. In winter and early spring boar-hunts are organised at these lakes by Sir J. Drummond Hay, the Master of the hunt, and the oldest and most experienced sportsman in the country.

The boars here are larger and blacker than those found in the hills, being a cross between the latter and some Spanish boars turned loose at the lakes by Sir J. Drummond Hay. They are preserved as much as possible, and are not shot, but kept for spearing.

Notice is always given at Gibraltar and at the hotels at Tangier when it is intended to camp at the lakes for boar-spearing. There is a rush then for all available horses, tents, &c.

2. EXCURSION FROM TANGIER TO TETUAN.

This excursion can be made in one or two days, according to the season, state of the roads, and inclination of the traveller. The distance is about 36 m., but allowance must be made in calculating the length of the journey for the quality of the animals. Local regulations require that foreigners travelling in the interior of Morocco, or making excursions at a distance from the towns, shall be accompanied by a Moorish soldier given by the authorities as an escort. Unless this regulation is complied with, the Government accepts no responsibility in case of loss of life or property. The usual payment of a foot soldier is half a dollar per diem; that of a mounted soldier 1 dollar. A mounted soldier

to Tetuan receives 4 dollars, as it is considered to be 2 days' journey there and 2 days to return.

Leaving Tangier by the sea-gate, adjoining the Victoria Hotel, the road follows the beach for about a third of a mile, and then turns by the sand-hills, and runs inland, crossing a plain, with hills on the left hand; a bridge is passed, and a little farther on a stream is reached, fringed with oleander. Here the country becomes more hilly, the road following the line of hills, and passing by *Zeinatz*, which is about 10 m. from Tangier. Partridges are to be met with on these hills. A few miles farther on the road descends into the plain, only a few low hills being crossed, until it approaches a good spring of water, situated at the foot of a prettily wooded hill, about three-quarters of a mile distant from the Fondack. This is the best place for breaking the journey for lunch if Tetuan is to be reached in one day. Travellers intending to spend 2 days on the journey, and having tents with them, had better pass the night at one of the villages 3 or 4 m. on the Tangier side of the Fondack, as the mountains near it are not always safe camping-ground.

The Fondack is a large square building, intended as a caravanserai, and containing a large yard or court with a colonnade round it, into which a number of rooms open. Caravans and travellers usually pass the night here, where they are safe from attack, the hill tribes not bearing a good reputation. As the rooms in the Fondack swarm with vermin, and the court is filled with animals, it will be found better, in summer, to make one's bed on the terrace than to attempt to sleep in any of the rooms.

On leaving the Fondack the country assumes a different aspect, as the road now ascends a very stony hill, round the side of which it runs, having on the right hand a valley and another hill. After rather more than an hour's ride, on passing round the corner of a hill, Tetuan is discovered in the distance. From this point the road now descends, and gradually becomes less

rough and stony till the valley is reached. Here it follows a small tributary of the river *Bou S'fiha*, which it crosses, and, traversing a fertile valley, it skirts the hills on the right. After leaving these hills, it crosses a short plain, passing over a bridge which spans the *Bou S'fiha*. Here a small range of hills is passed on the left, which continues to within a short distance of Tetuan. The journey may be counted as occupying from Tangier to the Fondack about 7 hrs., and from thence to Tetuan about 5 hrs.

"The approach to Tetuan presented the most picturesque scene that we anywhere beheld in Morocco. Begirt with a lofty wall, set at short intervals with massive square towers, the city shows from a distance only a few mosques, and a heavy, frowning heap of masonry that forms the castle or citadel. It stands on a slope of a limestone hill, some 200 feet above the river, which flows through a broad valley, rich with the most brilliant vegetation." (Hooker and Ball.)

Tetuan.—*Inn*: there is no regular hotel, but excellent lodgings and food may be procured at the house of Mr. Isaac Solomon Nahon, who acts as British consular agent, and who resides in the *millah*, or Jews' quarter.

Tetuan contains a population of about 22,000 (14,000 Moors, 7500 Jews, and 500 Spaniards). Before the Spanish war it had a larger population, but many of its inhabitants left it at that time, and have not since returned. The city rests on the steep slopes of a rocky hill, facing the valley of the *Bou S'fiha* river. It was founded in 1492 by the refugees from Granada, some of whose direct descendants are said still to retain the title-deeds of their ancestors' Andalusian estates, and the keys of their houses in Granada. The view from the town, across the green valleys, river and gardens, towards the opposite range of hills, is very beautiful. These hills present an irregular outline, the peak of *Beni Hosmar*, which is about 3600 ft. high, and generally covered with

snow, rising above them. Above the town is the *Kasbah*, with a large space of open ground, enclosed within walls. The town is also enclosed within walls, and is locked up at night. The walls and houses on the S.E. are still in a state of ruins, having been battered during the war by the Spanish guns. The streets in the Jewish quarter are narrow and dirty, and frequently spanned by arches. In the Mohammedan part of the town are some very handsome houses belonging to the wealthier Moors. Most of these houses have fountains of running water in them, and trellis-work covered with vines and jessamine. House-rent is exceedingly cheap, owing to the comparatively small number of its present population.

Visit the shops of the gunsmiths, who are the best in Morocco; also the potteries in caverns outside of the town on the west side, where the Moorish *zulaïdj* or *azulejos* are made. The finest pottery is from Fez, where *azulejos* are made in various and beautiful patterns. The other principal industries at Tetuan are silk scarves and handkerchiefs and fajas, matmaking, and ornamental woodwork, brackets, &c., painted. The gardens outside the town are very pretty, and should be visited.

Marteen, the port of Tetuan, lies about 5 m. to the E. of it, and 1 m. from the sea, near the mouth of the river, the entrance to which is obstructed by a bar, which can be crossed only by very small craft. It is guarded by a lofty square tower. At Marteen is a house belonging to the British Consulate, and upon it the British flag floats on Sundays and festive occasions. This house is placed at the disposal of travellers on payment of a small fee, which is dedicated to keeping it in repair. Good camping-ground and water are found at Marteen. Here sportsmen can stop for snipe-shooting, and partridges are found not far from it. Trout* may be caught in a stream on the other side of the hills which lie to the S., below

* *Salmo macrostigma*, found also near Collo in Algeria, but nowhere else in Africa.

the more distant mountains. The plain lying between Tetuan, Marteen and the range of hills on the N. is swampy in winter.

3. EXCURSION FROM TETUAN TO CEUTA.

This excursion can be made in one day, the distance being about 28 m. On leaving Tetuan by the Marteen gate, and passing a number of gardens, the road keeps to the left, at some distance from the coast, skirting low hills till it nears Cape Negro, when it turns northward, winding through the defiles of hills covered with low wood. The road is not bad, having been made by the Spaniards for the passage of their artillery when marching on Tetuan in 1859-60. On emerging from the hills Ceuta is seen in the distance, and on a clear day Gibraltar and the Spanish coast. The road now takes the coast-line, joining it just N. of Cape Negro, at *M'deek*, distant about 9 m. from Tetuan. Here sportsmen may advantageously camp for a few days, the best ground being near the small ruined town of Sultan Mulai Yazeed, where there is good water. The scenery is pretty, and it is a good spot for resting. The country hereabout affords very decent sport in the season. Boar and jackal abound in the neighbouring hills, and ducks in the lakes near it. Before leaving Tetuan, arrangements should be made with the hunters (from the village of *Kalaleen*) to meet at this spot. They are civil, and take great interest in the sport, provided they are left to hunt in their own way, which will be found the best, as they know every inch of ground, and thoroughly understand their business. Partridges and hares are also found here, but not in great numbers. The Moors employ themselves a good deal off this coast in fishing with nets for the markets of Ceuta and Tetuan.

On leaving *M'deek* the road follows the coast all the way to Ceuta, and is rather monotonous. The lower range of the *Anjera* mountains are seen to the left. After fording the river, called *Es-Smir*, you pass *Mount Negro*, 1240

ft. high, on left, and a small tower on right. A stream is then crossed, named also *Negro*. A clump of mulberry-trees at the large ruined building, called *F'needac*, about 1 hour's ride from the neutral ground, between Spanish and Moorish territory, offers a good spot for a rest and luncheon. On nearing the Spanish lines, numerous towers and forts are seen on the hill-tops. These have been constructed by the Spaniards to guard the land they have taken from Morocco. The Moorish lines are on the S. bank of the small stream, *Oued Aouiat*, which flows from the *Anjera* hills, and forms the southern boundary of the Spanish territory. On the N. bank of this stream is a small Spanish guard-house. Hence to Ceuta is about 3 m., the road lies near the sea, and is kept in excellent order. The land in Spanish possession is well planted with vines, figs, corn, maize and other produce. Seen from the mainland, Ceuta presents a fine appearance, with its many fortifications, and its public buildings.

Ceuta.—*Inn: Fondà Italiana.* Passports are required. The ancient *Abyla*. The town is built up on a narrow promontory, forming the eastern extremity of the range of hills that line the coast of *Anjera*. It is completely commanded on the land side, but the Spaniards have built forts on the neighbouring heights in their possession in order to strengthen its position. It was taken by Justinian from the Vandals in 534, and by the Goths in 618. It afterwards fell into the hands of the Moors, from whom it was taken by the Portuguese in 1415. It was annexed to Spain, with Portugal, in 1580, and has been held from that time by Spain. Ceuta was besieged by the Sultan Mulai Ismail, with an army of 40,000 men, without success, in 1694.

The town is clean, and well built in the Spanish style. The main streets are spacious, having trees planted on either side. The houses are bright with whitewash, and have handsome wrought-iron *Rejas*, or balconies, generally filled with flowering plants.

The civil population of Ceuta is about 15,000, the number of convicts 3000, the number of troops 5000.

Amongst the chief sights is the *Presidio*, or convict establishment. The convicts are employed in various industries, and their workshops are well worthy of a visit. Visit also in the season the *Almadra*, or tunny fishery. At the foot of the citadel are some Roman remains. It was from Ceuta that the Moors embarked on their invasion of Spain; and again it was from Ceuta that the Spaniards invaded Morocco in 1859-60.

There are 2 ports, one on the N., and one on the S. side of the peninsula. The highest point is named *el lecho*, and on it is situated the chief presidio. The workshops are in the lower part of the town.

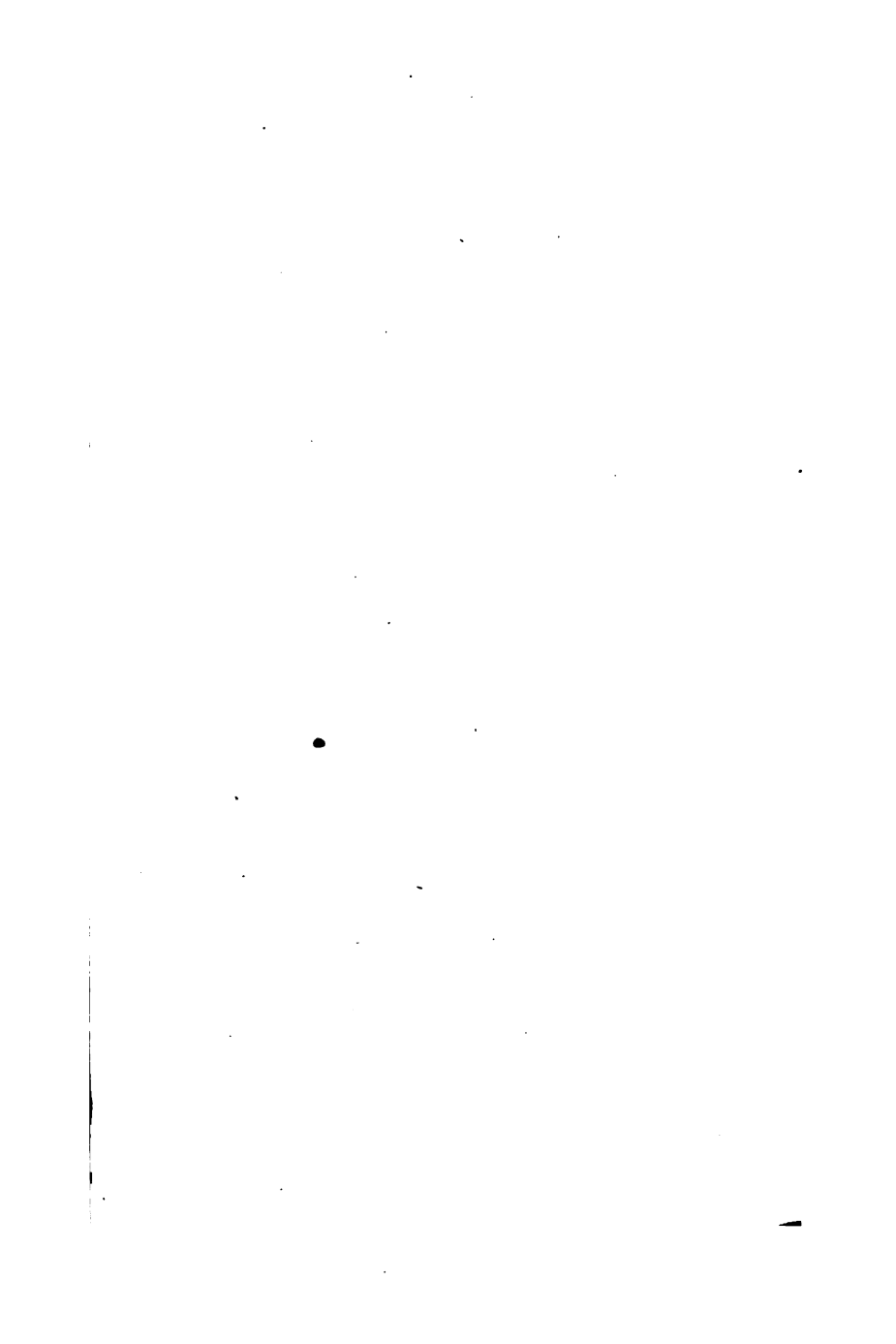
4. EXCURSION FROM CEUTA TO TANGIER.

This excursion is well worth making, some of the scenery being wonderfully fine. The distance is about 40 m., but the road, especially the first half of it, is very rough and bad. The journey can be made in 1 day, but it would be better, if not pressed for time, to divide the journey at *Alcazar*, which, though nearer to Ceuta than to Tangier in distance, can be considered as half-way in time, the worst part of the road being then passed. After leaving Ceuta the road winds round and over the Spanish hills, passing several towers and two good-sized barracks. This road is steep, but kept in good condition, being about the only decent one in Morocco. The highest hill is about 1300 ft. The road then dips into a valley, the rugged hills of Anjera being seen standing out boldly in front. After crossing the stream at the bottom, and leaving the Spanish lines, the traveller obtains his first experience of a Moorish mountain route—a mere upward track over loose stones and between boulders. Climbing upwards a short distance an old Moorish guard-house is passed, the greater part of which is in ruins. As one continues to ascend, the country

increases in beauty and in wildness, until the first crest is reached. Here a beautiful scene opens of prettily wooded, rocky hills, with every variety of outline, crest topping crest in the direction of Tetuan, with occasional glimpses of the sea, Apes' Hill towering up in front. The valleys and hills are very beautiful, clothed with trees of every shade of green, from the dark olive to the bright pale-green of the young oak-leaves. Here progression is made at the rate of 2 m. an hour at the utmost, and the baggage-animals will find their work laborious and painful; climbing over rocks, and forcing their way through bushes and between trees. Keeping Apes' Hill to the right, the road passes the side of a range of hills; the highest point crossed is 1350 ft. Apes' Hill itself stands about 2300 ft. above the level of the sea. Few villages are passed or seen here. At about 8 m. from Ceuta the village of *Bute* is passed, the largest in Anjera: it is partly built upon a hill 1000 ft. high, down the W. side of which it extends; there is good water, and the journey may be broken here. It commands a fine view of the Straits, with Gibraltar in the distance.

[It is an hour's ride from Bute to Apes' Hill (*Jebel Moosa*), which lies away from the direct road to Tangier. A hard and rough climb on foot brings one to its summit, the view from which is superb. Monkeys (*Inuus ecaudatus*) may still be seen here, and many eagles and other birds of prey.]

The direct road to Tangier from Bute follows a rocky path down-hill, being still very bad and rough, for miles, until it quits the mountain country and reaches the lower hills, where it becomes smoother. The mountains are traversed by several streams, some of which contain trout. Small patches of irrigated land are frequently passed: many of the little canals being made with extreme difficulty, some of them carried on props round the face of rocks. These small fields are generally rudely fenced in to keep out the wild boars which abound

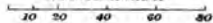


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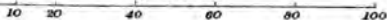


For Murray's Handbook

French Kilomètres



English Miles



in the woods. The road crosses the streams called *Oued er-Remel* and *Oued Tegarmen*, and after ascending and descending hills from 1000 ft. to 3000 ft. in height, joins the seashore, and shortly afterwards reaches Alcasar, which is situated at the mouth of a small river.

ALCASAR ES-S'GHEIR, or the Smaller, so called to distinguish it from *Alcasar el Kebir*, or the Greater, in the Gharb, between Larache and Mequinez, was built by Abou Yakoob ibn abd el-Moomen, named el-Munsoor, the sixth Sultan of the dynasty of the Beni Merin, in the middle of the 14th century. It was for some time in the possession of the Portuguese. It is now in a state of complete ruin. The outer walls are of great strength and thickness, being in some places double. It had an entrance on to the sea, which washes up to its walls. The main entrance had a double gate and portcullis on the land side, the former of which is still perfect. In the centre is a square space which encloses the chief part of the buildings, viz., the remains of two towers and a large hall, the dome of which has fallen in. The outer walls are crenelated and loopholed for cross-bows. In the courts large trees are now growing; in one place, about 12 ft. from the ground, at the top of a wall, is an olive-tree about 3 ft. in diameter. A moat, well built in cut stone, surrounds the castle, and was formerly filled with water from the river. This moat also encloses the ruins of other buildings, which occupy a space of about 1000 sq. yds., but of which nothing is left standing, the whole place being a heap of stones, now covered with a thick and almost impenetrable mass of trees, vines and brambles. Alcasar is well worthy of examination. There is good camping-ground and excellent water here, but it is quite uninhabited.

On quitting Alcasar the road turns inland, crossing the river at a point higher up. The country is still hilly and rocky in parts. Proceeding further westward larger pieces of cultivated

ground are passed, and the road continues to improve. It also keeps at a greater distance from the sea, of which glimpses are occasionally caught between the hills. Two rivers are crossed, and some villages are passed. Cape *Malabat*, with its watch-tower, also comes in sight, from which point the road descends to the western end of the Tangier beach, above and beyond the river of Old Tangier.

[Excursions may also be made from TANGIER to ARZYLA and LARACHE to the S. The journey to the former place occupies about 7 hrs. and to the latter 6 hrs. more. Excellent sport is obtainable at either place.]

There is nothing further to tempt a traveller on the northern coast of Morocco: we will therefore proceed to

THE FRENCH COLONY OF ALGERIA.*

Algeria, a country of North Africa, is bounded N. by the Mediterranean Sea, E. by the Regency of Tunis, W. by the Empire of Morocco, and S. by the Desert of Sahara. It is comprised between long. 2° 20' W. and 8° 35' E.; and between 37° 5' and 32° 0' N. lat. Its greatest length is about 620 m.; its greatest breadth, 250 m.; and its area is calculated to be about 150,000 square miles.

This area, however, is merely a rough approximation to the truth, as although the eastern and western boundaries are fixed by treaty, the southern one has no natural limit, and the line is drawn wherever it may be most convenient to the French authorities.

Politically, Algeria is divided into 3 provinces, the western one, *Oran*; the central one, *Algiers*; and the eastern, *Constantine*; these correspond roughly to the ancient divisions of the country, — Mauritania *Cassariensis*, Mauritania *Sitifensis*, and Numidia.

The natural divisions of the country are also three: the *Tell*, the *High Plateaux*, and the *Sahara*. The first

* *Vide* Murray's Handbook to Algeria and Tunis.

is a strip of undulating cultivated land extending from the shore to a distance varying from 50 to 100 m. inland. It includes the Atlas Mountains, which have a course of about 1500 m. from Cape Nun on the Atlantic Ocean to Cape Bon in Tunis.

The most interesting part of the Tell is the great mountain range inhabited by the Kabyles; this may be divided into two very distinct portions, the first comprising the lower part of the Oued es-Sahel, and which may be called the Kabylia of Bougie; the second, the Kabylia of Djurdjura, which bounds the former on the W., and which is separated from it by the range whose majestic peaks, covered with snow during six months in the year, form such conspicuous objects in the landscape seen from Algiers. It extends as far W. as the Col des Beni-Aïcha, or Menerville, 34 m. from Algiers.

The region of the High Plateaux extends longitudinally from E. to W., and is formed by vast plains separated by parallel ranges of mountains, increasing in height as they recede from the Tell, and again decreasing as they approach the Sahara. During seasons of copious rain, and in places capable of irrigation, it produces abundant crops of cereals, but otherwise it presents to the weary eye of the traveller an unbroken stretch of stunted scrub and salsolaceous plants, on which browse the sheep and the camel, the wealth of the wandering Arab.

The Sahara, or Desert, consists of two very distinct regions, the lower and the higher desert; the former comprises the oases of the Ziban, the Oued Gheir, the Souf, &c. It is bounded on the N. by the mountain ranges of the Aures, and the foot of the mountains of Hodna and Bou-Kahil; on the E. it penetrates into the Regency of Tunis, and it stretches away in a south-eastern direction as far as the confines of Egypt.

The higher Sahara extends from the western boundary of the lower one to within the Empire of Morocco. To the S. it reaches to beyond Goleah, and on the N. it is bounded by the

last chain of the High Plateaux. It is principally composed of rocky steppes, only the depressions between which are filled with sand.

The greatest depression does not descend to within 1300 ft. of the sea, while in the lower Sahara there is not a single point attaining that altitude. In the one the plateau is the prevailing feature, in the other the depression. Here rocks abound, there they are entirely absent.

As to moving sand, it occupies a sufficiently extensive zone in both regions, but still it does not cover one-third of the Algerian Sahara.

5. VOYAGE FROM NEMOURS TO ALGIERS.

a. Nemours is the first sea-port within the limits of Algeria; 22 m. from the frontier. The anchorage is tolerably good, but there is no shelter from the prevailing winds, and as soon as heavy weather sets in from the N.W., vessels must either run for the *Zaffarine islands* or *Beni Saf*. The steamers performing the service between Oran, Spain, Gibraltar and Tangier, touch here both going and returning.

Diligences run between Nemours and Tlemçen via Lalla Maghnia.

b. Beni Saf.

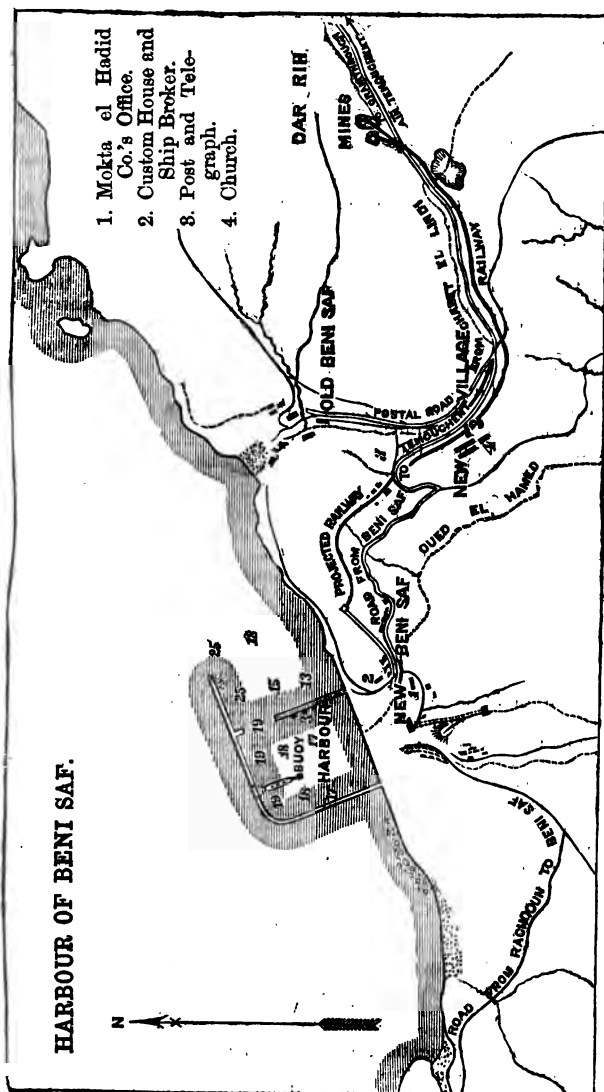
No Inns.

Means of Communication. — The *Transatlantic Company's* steamers touch here on their voyages from Oran to Nemours, Malaga, Gibraltar, and Tangiers, and *vice versa*.

A road is being slowly constructed to join it with Ain Temouchent on the road between Oran and Tlemçen; the existing one (1882) is in a wretched condition, and the diligence, which leaves Temouchent daily at 7 A.M. and returns from Beni Saf at 2 P.M., takes 4 hours to accomplish the distance.

The iron ore of the district has given rise to a most important industry, and has caused the construction of a new harbour in a part of the coast where it was greatly needed.

The Company to which the great Iron Mines of Ain Mokra, near Bone,



belong, acquired the rich mineral basin of Beni Saf, 6 or 7 kil. E. of the embouchure of the Tafna and of the island of Rachgoun. They also obtained by purchase a large tract of country round about, containing about 9000 acres, so as to prevent competition, or the establishment of colonists not under their own control.

Here, under the direction of their own engineers, and without state aid, the company have constructed a commodious port of 30 acres in extent, by means of two artificial moles or breakwaters. The W. mole, after running in a northerly direction for 500 metres, turns abruptly to the E.N.E. and is thus prolonged for about 600 metres, protecting the harbour from all winds from W. to N.E. The E. mole, which shelters the harbour from the E., is 300 metres long. The entrance faces the E., and has a width of 150 metres, and is completely sheltered from E. winds by the coast.

There is only one loading berth at present, and the ore is brought to it direct from the mines in trucks. The depth of water varies from 4 to 9 metres, but it is intended to dredge down to a minimum depth of 8 metres. At present vessels drawing more than 20 feet are required to complete their cargoes outside.

The amount of hematite iron ore at the Beni Saf mines is immense, greater even than at Bone, and it is worked to a great extent in open quarries close to the sea. It contains from 58 to 62 per cent. of iron and 2 per cent. of manganese.

A new town has sprung up here; the population is about 3000, and consists entirely of those connected with the mines or the harbour works, for the most part Spaniards and natives of Morocco. Everything belongs to the Company, the land around is excellent for cultivation and colonization, but nothing can be done without their sanction. The banks of the Tafna are easily susceptible of irrigation, and might be made to communicate with the new harbour by a road, and before long a railway from Tlemçen will certainly terminate here or in the vicinity.

The harbour is an open one, and it is to revert to the State in 1895, so it is probable that there is a considerable future for the country at no remote period. Private vessels are not excluded if they can find any freight, such as alfalfa, corn, &c., but they have to pay dues of 4 f. per ton to the Company; they can only use the E. Mole.

Perhaps the project, often broached, may some day be realized of connecting the island of Rachgoun to the mainland by a causeway 1,800 metres long, and making this the port of Tlemçen and of the country between it and the Tafna.

In 1881 about 237,000 tons of ore were exported, chiefly in British vessels, to the United States, England, France, and Germany.

c. Oran. (Pop. 49,368.)

British Vice-Consul: A. Boozo, Esq.

Hotels: *De la Paix*; *de l'Univers*; both good.

Means of Communication:

Compagnie Transatlantique: — A steamer weekly for Marseilles, Saturday, 5 P.M.; one week it goes direct, reaching Marseilles Monday, 1.30 P.M. The alternate week it touches at Cartagena, and then reaches Marseilles, Tuesday, 6 A.M.

Another boat for Port Vendres, Cette, and Marseilles leaves Wednesday, 5 P.M., reaching Saturday, 12 P.M. On alternate weeks it touches at Valentia, and then arrives Sunday, 12 P.M.

A third boat goes to Cartagena Wednesday, 8 P.M., every alternate week, and a fourth every fortnight to Beni Saf, Nemours, Melilla, Malaga, Gibraltar, and Tangier, leaving Friday, 5 A.M., arriving Tuesday, 2 P.M. It leaves Tangier on the return voyage Wednesday noon, reaching Oran Saturday noon.

Compagnie de Navigation Mixte. — A steamer, coming from Algiers, leaves Oran every alternate Saturday evening at 8 P.M., touches at Nemours and Gibraltar, and reaches Tangier on Monday at 4 A.M. It leaves Tangier on Tuesday at 2 P.M., and returns to Oran on Friday at 6 A.M.

This is a detailed map of Algiers, Algeria, showing the city's layout, major landmarks, and the Islet of the Marine (Peñon). The map includes labels for the 'Jardin Marengo', 'Artillery Arsenal', 'Lycée', 'Fort l'Éclair', 'Ancient Harbour', and 'Admiralty'. It also shows the 'Islet of the Marine (Peñon)' and the 'Lighthouse'. A compass rose indicates the orientation.



Compagnie Salinas, and Carratela.

—Steamers leave Oran twice weekly, —namely, Tuesdays and Fridays, at 4 P.M. for Alicante, returning from that port on the same day. The voyage is 138 kil.; it usually occupies 21 hours.

Spanish Steamer Encarnacion.

—Leaves once a week, on uncertain days, for Almeria; distance 105 kil.

Coal abundant, 30 francs a ton.

Travelling in the Interior—Passengers can get from Oran to Algiers by train in 13 hrs. Also to Arzeu, Sidi-bel Abbes, Mascara, and Saida. Diligences run to all the other principal places in the province.

The town of Oran is finely situated at the head of the gulf of the same name, about 600 m. S. of Marseilles, and 220 m. E. of Gibraltar. It presents a striking and picturesque aspect from the sea, rising on the steep slope of the *Djebel Murdjadjo*.

High above the town, on the summit of this ridge, stands the *Fort of Santa Cruz*, and a little lower down that of *St. Grégoire*. The coast, from Cape Falcon on the W., is partly flat and partly rocky. Cape Ferrat on the E. is rocky and precipitous, the cliffs around the last-named headland rising more than 1000 ft. above the water; the bay is fully exposed towards the N., but the small fortified promontory of *Mersa el-Kebir*, jutting out into the sea about 2 m. to the W., forms at all times a secure and excellent harbour. At the extremity of the point is a lighthouse.

Oran has two harbours: the old or inner one is small but commodious, with an area of 10 acres; the new or outer one has 60 acres, with 1200 yds. of breakwater, and 328 yds. of quays.

A considerable trade is carried on between Oran and England in alpha fibre, iron ore and cereals. The exports from Oran are about on a par with those from Algiers.

Oran is not one of the Algerian towns which can claim a high antiquity. It appears to have been founded in the beginning of the 10th centy. by Arabs from Spain. They called it "Wahran," meaning "a ravine;" and

it remained, until the date of the Spanish conquest, merely a village beside the stream, with a small harbour, and a fortification on the shore.

Being one of the nearest ports to Spain, Oran had always an intimate connection with the Moors in that country; and received fresh inhabitants as the Mohammedans retreated before the conquests of the Christians.

In 1505 Mersa el-Kebir was taken by the Spaniards; and in 1509 Oran itself fell into their hands. Two hundred years later it was taken from them by the Dey of Algiers. In 1732 it was recaptured, and remained in possession of the Spaniards till 1792, when they finally quitted Africa, carrying with them their arms, but leaving standing such of the fortifications as the earthquake of 1790 had spared.

Oran was finally occupied by the French in 1838.

[*Excursion.* The only very interesting excursion in the neighbourhood is to

Tlemcen,* the *Pomaria* of the Romans, subsequently a city contemporary with, and not less illustrious than Granada, with a population of 100,000 or 150,000, renowned for its philosophers and its artists, the seat, equally with the Moorish cities in Spain, of civilisation and refinement, of commerce and wealth, the centre of an extensive trade, the capital of a powerful nation. The Moorish ruins still existing are of great interest. The journey occupies about 12 hrs. by diligence.]

Arzeu is at present a small town of 1578 inhabitants, but it can hardly fail to become a place of considerable importance. Its harbour is naturally the best in Algeria, and has been further protected by a solidly-constructed breakwater, running nearly N.W. and S.E. It has an area of 140 hectares, and the breakwater a length of 300 metres. There is a fixed light at the end of the breakwater, and another on a little island to the W.

* See Murray's Handbook to Algeria and Tunisia.

500 metres from the coast. This place is the natural outlet for the produce of the rich valleys of the Sig, Habra, Mina and Chelif, also the *entrepôt* for the trade of Relizane and Mascara, as well as the Sahara.

A rly. starts from this point, joining the main line from Algiers to Oran at *Perregaux*, and continuing to *Mascara*, *Saida*, and the high plateaux, where the Compagnie Franco-Algérienne, to which it belongs, has the right of gathering alpha over nearly 30,000,000 acres of land. After the insurrection of Bou Amameh in 1881, the railway was continued by the French authorities, as a means of transport for their forces, right into the Sahara, crossing the Chott at *Kreider*, and advancing as far as *Mecheria*.

[A traveller with a day to spare may profitably spend it in visiting the extraordinary Marble Quarries of *Kiehar*.

On the high road to Oran, 8 kil. distant from Arzeu, and 34 from Oran, is the small village of *Mefessour*; a branch road to the N.W. leads (2 kil.) to the still smaller village of *Kiehar*.

Above this rises the imposing mountain called *Djebel Orousse* on the maps, a corruption, no doubt, of *Djebel Er-Roos*, "Mountain of the Capes," but generally called by the colonists "*Montagne Grise*," from its arid grey appearance.

This chain of hills, the highest point of which is about 2,000 feet above the sea, stretches in a N.E. direction, from Cape Aiguille on the W., to Cape Carbon on the E., and includes Cape Ferrat, nearer to the latter than the former. These have, no doubt, given the mountain its Arabic name. The central part of the range forms an elevated plateau, almost perfectly level, with a superficies of 1,500 or 2,000 acres; it has hardly any soil or vegetation, nothing, in fact, to hide from the most superficial observer that it is an uninterrupted mass of marble and breccia, the largest and the finest, probably, that the world contains.

This is indeed none other than the

celebrated *Marmor Numidicum*, so highly prized in ancient Rome; its name implies that it was found in North Africa, but it is also misleading, and till the discovery of Signor del Monte we were tempted to search for it rather within the limits of the ancient Numidia, than in this remote corner of Mauritania Setifensis.

This important discovery was made by Signor del Monte, an Italian gentleman, residing at Oran, who had previously been fortunate enough to discover the quarries of Alabaster or *Algerian Onyx* at Ain-Tekbalet near Tlemçen. During the course of some excavations at *St. Leu*, in the vicinity of Arzeu, some very fine mosaics of a totally different marble were brought to light. Signor del Monte, recognising their resemblance to many he had seen at Rome, carefully examined the surrounding country, and eventually discovered the place in question, of which he subsequently became possessed. The whole of this immense area is an uninterrupted mass of marble and breccia interspersed with iron ore, which has imparted an infinite variety of rich tints to this precious stone; all over the surface of the plateau may be seen circular depressions, marking the sites of ancient Roman quarries, and indicating to a great extent the position of the different varieties. Although each variety is found in practically inexhaustible quantities, the most common is the *Giallo antico*. Perhaps the most delicate and beautiful is a marble of an exquisite coralline pink; there is another of a rich creamy white (*Giallo avorio*) some hardly distinguishable from the *Rosso antico*, and a great variety of singularly beautiful *breccias*. These quarries are hardly worked at all, but the traveller is sure to meet with kindness and hospitality from the agents of Signor del Monte residing there.]

e. *Mostaganem* is the centre of an important agricultural district.

Till the rly. to Oran was made, it had a considerable export trade, but it is now hardly so prosperous as formerly. It is, however, a pleasant, cheerful,

well-built, and thoroughly uninteresting French town.

1. *Tenès*, the *Cartenna* of the Romans, is a town of 3579 inhabitants.

Before the rly. from Algiers to Oran was made, it was the port of the central *Chefif* plain, and had a large export trade, but it is now in a declining condition. The harbour, about a mile distant, is an artificial one, similar to that at Algiers, but is open to the west wind.

g. Cherchel. (Pop. 3464.)

Inn: *Hotel de Commerce*, one of the best in Algeria.

Cherchel was originally the *Jol* of the Carthaginians, and was made the capital of Mauritania, by Juba II., under the name of *Julia Cæsarea*.

From an antiquarian point of view, there is no place in the province of Algiers so interesting as Cherchel and its neighbourhood; and however reckless has been the destruction of the precious architectural treasures which it contained, abundance still remains to testify to the splendour of the capital of Mauritania Cæsariensis.

Yachts which do not draw more than 9 ft. of water may enter the harbour in safety, as, though it has a greater depth than that, some allowance must be made for heavy weather. For such, the little port is perfectly safe, and the entrance is clearly indicated on the French chart, No. 3286 of 1868.

6. ALGIERS, TOWN AND PORT.

Algiers. (Pop. 52,708.)

British Consul-General: Lieut.-Col. R. L. Playfair. *Vice-Consul*: H. G. Heathcote, Esq. *Consul U.S.A.*: A. Jourdan, Esq.

English Church: Ch. of the Holy Trinity. Rev. H. A. Boys, Chaplain.

Hotels: *d'Orient*; *de l'Oasis*; *d'Europe*; *de Genève*, in town; at Mustafa, the boarding house of Mrs. Jennings; *Hotel Kirsch* and the *Family Hotel* of M. Gebelin, at Campagne Stevens.

House and General Agent: Mr. Dunlop; 16 R. d'Italy.

Means of Communication.—Steamers

of the *Messageries Maritimes Company* leave Marseilles for Algiers every Saturday evening; and Algiers for Marseilles on Tuesday evening.

Steamers of the *Compagnie Transatlantique* leave Marseilles on Tuesday and Saturday at 5 P.M., returning to Marseilles from Algiers on Tuesday and Friday at the same hours.

Another steamer leaves Marseilles on Wednesday at 5 P.M., touching at Cette and Port Vendres, which last it leaves on Thursday at 10 P.M., and reaches Algiers on Saturday at 3 A.M. It returns by the same route on Sunday at noon.

A line of coast steamers leaves Algiers on Tuesday at noon, touches at Dellys, Bougie, Djidjelly, Collo, Philippeville, and reaches Bone early on Friday morning. This is in communication with the steamer for Tunis, which leaves Bone on Sunday at noon.

A steamer of the *Cie. Navigation Mixte* leaves Marseilles on Thursday evening and returns from Algiers on Thursday. The voyage occupies from 36 to 40 hrs.

The *Cie. Mixte* has one as far as Bone every Wednesday evening, and another to Oran, and to Tangiers every alternate Wednesday at 7 P.M.

The steamers of the *British India S. N. Co.* touch at Algiers on their way from London to the East, and on their return, every month, sometimes every fortnight.

Steamers of *J. Moss and Co.*, and of *Papayani* from Liverpool touch here once a month, on the outward voyage.

There is also a French line, *Ligne Péninsulaire et Algérienne*, every ten days between Algiers and the ports in the North of France.

Coal procurable, 35 francs per ton.

Travelling in the Interior.—A line of rly. traverses the plains of the Metidja and *Chefif*, between Algiers and Oran. The Eastern line is open as far as Menerville, and from Setif to Bone via Constantine. Dilligences run regularly to almost every part of the interior. Consult the local guides.

Algiers has now become one of the

most popular winter stations in the basin of the Mediterranean. It combines almost every advantage which a traveller seeks in quitting England during the season of greatest inclemency there: a fine climate, beautiful scenery, all the comforts of the West, with just enough of Oriental character to make it interesting, numberless excursions in the interior, Roman remains, and reasonable prices. It is principally, however, as a Sanatorium that the traveller seeks its shores, but to such we would give the caution that if he expects to find a rainless and almost tropical winter, he will be certainly disappointed. For this he must go to Egypt, where fertility is not dependent on rainfall. At Algiers he will find certainly the best winter climate on the western shores of the Mediterranean, but it will not be without a due proportion of rain, wind, and cold.

June, July, August, September, are practically rainless; the last two are extremely hot.

October and November give what would be counted the loveliest summer weather in England, with occasional, and probably very heavy, rains.

December, January, February, and March are not unlike an English autumn, with a double allowance of sunshine, and of rain also, and none of its dampness.

April and May again give the most perfect English summer weather, with but very little rain, and are certainly the most enjoyable months in the year.

As a rule, the rain falls heavily and is seldom of long duration. The fine drizzling rain, so common in the north of Europe, is here of rare occurrence, and in the neighbourhood of Algiers itself the soil is of so absorbent a nature, and the ground so steep, that the moment the rain ceases and the sun has reappeared, the roads dry, and delicate invalids can take their exercise in the open air.

Frost and snow are in Algiers so rare as to be almost unknown, though hailstorms are frequent.

As a rule, the rain and the cold come from the N.W. The N.E. wind,

so dreaded in Europe, is here almost unknown, and harmless when it does come. There is absolutely nothing at Algiers answering to the terrible mistral of the Riviera. The north winds, tempered by 500 m. of sea, have had all mischief extracted from them in their passage; and the cold which comes with or after the rain has none of the searching keenness so disagreeable in winds blowing directly from snowy mountains. The sirocco, or desert wind, is in winter merely a pleasantly warm dry breeze; in spring and autumn it can be disagreeably hot, but its terrors are reserved for the summer months; fortunately it does not often last more than three days at a time.

When the sirocco is not blowing, the nights, even during the hottest season, are cool and refreshing, and dews are copious.

Algiers is the ancient *Icosium*, a city which was of much less importance than its neighbour Julia Cæsarea. The modern town was founded in the 10th centy., and received its name *El-Djèzair* from the islands in the harbour. One of these was occupied by the Spaniards in 1302, who fortified it and built a lighthouse, on the base of which the present structure has been erected.

About 1510 commenced the remarkable career of the two brothers Baba Aroudj and Kheir-ed-din, who, at the head of a piratical fleet, came to seek their fortunes on the Barbary coast. The Emir Salem ben Teumi of Algiers implored their assistance to dislodge the Spaniards from their position on the Peñon. Aroudj gladly accepted the invitation, and, leaving his brother with the fleet, marched on Algiers with a force of 5000 men. He was hailed as a deliverer, but he soon made himself master of the town, put Salem ben Teumi to death, and proclaimed himself king of Algiers in his stead.

Aroudj was killed by the Spaniards near Tlemçen, and was succeeded by his brother Kheir-ed-din, who, seeing himself menaced by the Spaniards on the one hand, and by the native Alge-

rians on the other, placed himself under the suzerainty of the Sublime Porte, and was named Pacha by Selim I. In 1530 he captured the fort Peñon, which the Spaniards had held for two centuries, and put its governor to death.

He connected it with the mainland by a mole, in which work 30,000 Christian slaves were employed for three years, and surrounded the town with a wall.

It is impossible within the limits of this volume to follow in detail the subsequent history of Algiers; it was one continuous record of intestine strife, and of the grossest outrages towards the States of Europe, who each and all submitted to the disgrace of purchasing peace with this nest of ruffians, and even of paying annual tribute in money, naval stores and munitions of war. The piratical search for slaves was an organised system, and their condition here was most pitiable.

The number of whites kept in slavery in 1646 was reckoned at not less than 20,000; and when Lord Exmouth finally destroyed the pirate navy in 1816, he obtained the liberty of 3000. Hundreds of captives were annually ransomed by their respective nations, or by societies formed for the purpose. Many priests nobly devoted themselves to ministering to the slaves, even voluntarily going to the galleys for the sake of being with them.

The subject of the dispute which eventually accomplished its downfall, was the claim of a Jew named Bacri, on account of stores supplied to the French Government during Napoleon's wars. This had been settled by common accord at 7 millions of francs; but, at one of the interviews which the consul had with the Dey on the subject, the latter is said to have struck him on the face with his fan.

This conduct, for which he refused to make any reparation, served as an excuse to the French Government to send an expedition against Algiers, and the town was blockaded during three years in so inefficient a manner as to excite the ridicule of the Turkish officials.

[*Mediterranean.*]

On the 14th of June, 1830, however, a French army, commanded by General de Bourmont and Admiral Duperre, consisting of 34,000 men, landed, with little opposition, at Sidi Ferruch; on the 6th of July the Dey surrendered the town, and a few days afterwards left on board a French vessel of war, accompanied or followed by all the Turkish soldiers in his service.

The City of Algiers, which is triangular in form, is built on a slope of the *Sahel*, the name given to a chain of hills running along the coast for a considerable distance towards the W.; and the view, when approaching it from the sea, is most beautiful. It appears from a distance like a succession of dazzling white steps, or terraces rising from the water; which, contrasting with the bright green background of the Sahel, explains the origin of the Arab comparison of Algiers to a diamond set in an emerald frame.

The shores of the bright blue bay are dotted here and there with white villages, French villas, and Moorish houses, appearing in the midst of the richest and most luxuriant verdure, some placed high up on the slopes of the hills, and others standing on the water's edge. Beyond is the verdant plain of the Metidja, stretching away in the distance to the foot of the Atlas range, whose summits form a magnificent background to the whole picture, which will bear comparison with any in Europe.

The Harbour made by Kheir-ed-din in 1518, consisted of a mole connecting the town with the rocks on which the lighthouse now stands, but on which *Fort Peñon* stood formerly. The Lighthouse is octagonal in form, and was built in 1544 by Hassen Pacha. The summit of the tower is about 120 ft. above the sea-level, with a fixed light, and can be seen for 15 m. The tower contains a battery.

The present harbour, commenced in 1836, is formed by continuing this mole for some hundred yards towards the S.E. A similar mole, beginning near the Fort Bab-Azoun, runs W. for

some distance, and then, turning N., terminates within about 350 yards of the preceding, the entrance to the harbour being between the two. At each extremity stands a fort. The harbour has an area of 90 hectares (about 222 acres), and an average depth of about 40 ft. The battery, built on a rock in the centre, is called *El-Djefna*.

Two docks have been constructed, capable of containing the largest vessels.

The following are some of the principal objects of interest in the town:—

The *Cathedral of St. Philippe*, built on the site of the Mosque of Hassen named after the Pasha who built it in 1791, next to the Governor-General's palace. The exterior is heavy and by no means ornamental; a very unsuccessful attempt to combine Moorish with Christian architecture.

In a chapel to the right on entering repose the remains of St. Geronimo, whose history is given by Haedo, a Spanish Benedictine, who published a topography of Algiers in 1612. It is as follows:—During an expedition made by the Spanish garrison of Oran in 1540, a young Arab boy was taken prisoner and baptized under the name of Geronimo. When about 8 years old he again fell into the hands of his relations, with whom he lived as a Mohammedan till the age of 25 years, when he returned to Oran of his own accord, with the intention of living thenceforth in the religion of Christ. In May 1569 he accompanied a party of Spaniards who embarked in a small boat to make a *razzia* on the Arabs in the vicinity. The expedition was chased by a Moorish corsair, and all the members taken prisoners and carried to Algiers. Every effort was made to induce Geronimo to renounce Christianity, but as he persisted in remaining steadfast in the faith, he was condemned to death, and sentenced to be thrown alive into a mould in which a block of *béton* was about to be made. *His feet and hands were tied with cords*, the cruel sentence was carried out, and the block of concrete containing his body was built into an

angle of the fort, “des vingt-quatre heures,” then in course of construction. Haedo carefully recorded the exact spot, and added, “We hope that God's grace may one day extricate Geronimo from this place, and reunite his body with those of many other holy martyrs of Christ, whose blood and happy deaths have consecrated this country.”

In 1853 it was found necessary to destroy this fort, and on the 27th of December, in the very spot specified by Haedo, the skeleton of Geronimo was found enclosed in a block of *béton*. The bones were carefully removed, and interred with great pomp in the cathedral. Liquid plaster-of-Paris was run into the mould left by his body, and a perfect model of it obtained, showing not only his features, but the cords which bound him, and even the texture of his clothing. This interesting cast of the dead martyr may be seen in the Government Library and Museum, Rue de l'État Major.

Mosques.—There are now but four mosques regularly used for Mohammedan worship in Algiers. These are all accessible to Europeans, but visitors ought to remove their shoes at the entrance, out of deference to the feelings of those for whose use they are intended, and who prostrate themselves on the floor during prayer. The principal is

The *Grand Mosque*, or Djamaa el-Kebir, in the Rue de la Marine, the most ancient in Algeria. An inscription on the *Minbar* or pulpit, in Cufic characters, proved the fact of the building having existed in A.D. 1018, while a marble slab in one of the walls records that the minaret was built by Abou Tachfin, king of Tlemcen in 1324. The interior consists of a square whitewashed hall, divided into naves by columns, united by semicircular Moorish arches. At one end is the mihrab, a niche in the wall, which serves to indicate the direction in which Mecca lies. One part of the mosque serves as a court of justice, where ordinary cases are heard by the Cadi. The exterior presents, towards the Rue de la Marine, a row of white

marble columns supporting an arcade; in the centre of which, before the entrance, stands a marble fountain. The worshippers in this mosque are of the Meleki rite, the only one represented in Algiers prior to the conquest by Aroudj.

The *New Mosque*, Djamâa el-Djiddid, stands at the corner of the Rue de la Marine and the Place de Gouvernement. It was built in 1660, and is in the form of a Greek cross.

The *Zaouia of Sidi Abd-er-Rahman the Thalebi*, overlooking the Jardin Marengo, contains the tomb of that saint; around him are buried several Pachas and Deys, commencing with Khadar Pacha, A.D. 1605, and terminating with Ahmed, last Bey of Constantine. This tomb is well worth a visit. After the Grand Mosque it is the most ancient religious building in Algeria, always of course excepting the tomb of *Sidi Okba* near Biskra, which dates from the 7th cent. There are other mosques and koubbas in Algiers, but they resemble each other so much that a notice of one will suffice.

Library and Museum.—This building, which is the ancient palace of Mustapha Pacha, is in the Rue de l'Etat-Major. The library contains 15,000 volumes and pamphlets, 700 Arabic manuscripts, and a curious and useful collection of Maps and Plans, most of which refer to Algeria. It is open to the public from noon till 5 p.m. daily, excepting holidays and Sundays. The Museum is on the ground-floor, and is open on the same days as the Library. There are a few pieces of ancient sculpture, amongst others a torso of Venus, found at Cherchel; a statue of Neptune, larger than life-size: a group of a Faun and Hermaphrodite, similar to one existing at Rome; and figured in Clarac, *Musée de Sculpture*, Pl. 671, No. 1736. There are also two sarcophagi of the early days of Christianity, discovered at Dellys. One has sculptured representations of Daniel in the lions' den, and Shadrach, Meshach, and Abed-nego in the furnace. The second is much finer, and contains representa-

tions of several scenes in New Testament history, such as the miracle of Cana in Galilee, of the loaves and fishes, etc. There are also some good fragments of mosaic work, including a Bacchus, and a piece of inlaid flooring. A plaster cast of the print left by the body of St. Geronimo in the block of concrete is also to be seen. There is also a collection of medals and old Algerian money. Some of the best sculptures and mosaics have been removed to Paris.

The *Permanent Exhibition of Algerian Products* occupies five of the vaults beneath the Boulevard de la République. It contains an invaluable collection of the products and manufactures of the country, and of its natural history.

The fanatic religious dances of the *Aïssouï* occasionally take place in the native quarter of the town. These performances commence by the beating of drums and tambours, after an interval of which, one of the Aïssouï, being inspired, rushes with a yell into the ring formed by the spectators, and begins a frantic dance, the body being swayed backwards and forwards, and contorted with fearful violence. He is soon joined by others, who continue their maniacal gestures and cries until they fall exhausted, or are stopped by the Mokaddam (head of the order). The next proceeding consists of forcing out the eyes with iron spikes, searing themselves with red-hot iron, eating live scorpions and serpents, chewing broken glass and the leaves of the prickly pear, etc., all of which acts seem to be performed under the influence of fanatical mania, the performers being apparently insensible to pain. The sight is well worth seeing *once*, for those who have tolerably strong nerves, but few persons would care about witnessing an Aïssouï fête a second time.

In the Place de Gouvernement is a bronze equestrian statue of the Duke of Orleans, by Marochetti. It was cast out of the cannon taken at the conquest of Algiers. The bas-reliefs of

the pedestal represent on the N. the taking of the citadel of Antwerp, and on the S. the passage of the Col de Mouzaia.

Many of the streets are arcaded on both sides; a great advantage in this climate, as the pedestrian is thus protected both from the rain in winter and from the sun in summer.

The Boulevard de la République is built on a series of arches, and extends along the sea face of the town, overlooking the bay, harbour and shipping. The Quay and Railway Station are about 40 ft. below, and are reached by two inclined roads leading from the centre of the Boulevard. This work was constructed by Sir Morton Peto, to whom the town transferred the concession for 99 years, which had been granted to it by the Imperial decree of 1860. The first stone was laid by the Emperor on the 17th September 1860, and the work was completed in 1866, at a cost of about 300,000*l.* It is still the property of an English company. It is composed of two tiers, containing about 350 warehouses and dwelling-houses, the whole occupying an area of 11 acres, and extending over a frontage of 3700 feet.

The ancient part of the city, inhabited by Moors, Arabs and Jews, lies on the steep hill rising behind the Rues Bab Azoun and Bab el-Oued, and is the very opposite of the French town already described. The streets are very narrow, tortuous and irregular, and are so steep as to be inaccessible for carriages.

The houses are perfectly symbolical of the private life of the occupants: everything like external decoration is studiously avoided, while the interior is fitted up with all that is rich and elegant.

The *Kasbah*, or *Citadel*, situated on the highest point of the city, was commenced by Aroudj in 1516 on the site of an older building, and its history was the history of Algiers down to the conquest, at which period it was still the palace of the Deys, and was defended by 200 pieces of artillery. Here it was that the last Dey gave the now

historical blow with his fan to the French Consul, which cost him his dominions. It was much injured by the French after the siege, a road having been cut right through the centre, the mosque turned into a barrack, and the rest of the building appropriated to military purposes. The enormous treasure found here was stored in vaults, traces of which are yet to be seen, and the ancient door lined with sheet iron still exists, above which is a wooden Moorish gallery, where the beacon and banner were displayed.

Of late years this interesting building has been utterly neglected, the walls despoiled of the tiles which ornamented them, and the wood-work allowed to go to decay.

Of the ancient fortifications of Algiers, the chief are:—

The *Fort l'Empereur*, so called from being built on the spot where Charles V. pitched his camp during his disastrous attack on Algiers. Hassan Pasha, the successor of Kheir-ed-din built it, and for a long time it bore his name. It is situated above the Kasbah and without the town, the whole of which it commands. It was here that General de Bourmont received the capitulation of the Dey of Algiers. At the end of the Boulevard de la République stands the *Fort Bab-Azoun*, now connected with the line of works; it was built by Hussein Pacha in 1581; and on one side of the Place Bab el-Oued is the *Fort Neuf*, both now used as military prisons.

The modern line of works, consisting of a rampart, parapet and ditch strengthened by bastions, commences above the Kasbah, and stretches to the sea on either side, terminating in the Place Bab el-Oued to the N.; and in the Fort Bab-Azoun towards the S.

[Excursions in the Neighbourhood.]

Pleasant drives may be taken to *St. Eugène*, *Pointe Pescade*, *Cape Cazine* and *Guyotville*, to the west. To the *Jardin d'Essai*, *Ruisseau*, and the *Valley of the Femme Sauvage*, to the east, and to *El-Biar* and *Bou-Zarea* by *Mustafa Supérieur*.

A day's excursion may be made to **Blidah** and the **Gorge of the Chiffa**. Start by an early train, breakfast at Blidah, take a carriage thence to the Chiffa, and return by either of the evening trains. An excursion of 2 days may be made to the hot springs of **Hammam R'hira**, where there is a splendid bathing establishment and Hotel. By train to *Bou Medfa*, thence in one hour by omnibus.

For more distant excursions the traveller should consult Murray's 'Handbook to Algeria and Tunis,' which has been corrected to 1878.]

7. ALGIERS TO THE FRONTIER OF TUNIS BY SEA.

On leaving Algiers the traveller, whether he has his yacht or whether he trusts to the ordinary means of communication, cannot do better than shape his course for Bougie. Steamers start every Tuesday at noon and Wednesday night, and arrive there very early on the following mornings.

The port of Dellys is passed at 44 m. from Algiers, but it is very unsafe, and will not repay a visit; about 1½ m. W. of it is *Cape Bengut*, on which is a lighthouse 208 feet above the sea, with a fixed white light.

In about 10 hours after leaving Dellys, the steamer passes *Cap Carbon*, or *El-Metkoub*, "the pierced," so called from a remarkable grotto or natural arch at its foot, through which a boat can pass in fine weather. Shaw mentions a tradition that it was a favourite resort of the celebrated anchorite and saint Raymond Lully of Majorca (*q. v.*), who suffered martyrdom at Bougie. On the summit is a lighthouse of the first magnitude.

Beyond this is *Cap Noir*, and still farther, forming the eastern point of the Bay of Bougie, *Cap Bouac*, on which formerly existed a Turkish battery of 4 guns, whence the arrival of vessels was signalled to the town by the sound of an instrument called *bouc*, the sounder of which is in Arabic *bouac*. There is now a small lighthouse of the 3rd order on the site of the old fort.

a. Bougie (Arab. *Boujata*), 4185 inhabitants. Inn: *Hôtel d'Orient et de la Marine*.

Bougie is the natural seaport of Eastern Kabylia, a region very distinct from the Kabylia of Djurdjura, of which Dellys is the port. The town is built on the slope of a hill, and commands a glorious view of land and water, with Mounts Babor and Ta-babort as a background, 6455 feet high, crowned with forests of cedar and pinesapo. The poet Campbell, who visited Bougie in 1834, thus records his impression:—"Such is the grandeur of the surrounding mountain scenery, that I drop my pen in despair of giving you any conception of it. Scotchman as I am, and much as I love my native land, I declare to you that I felt as if I had never before seen the full glory of mountain scenery. The African Highlands spring up to the sight not only with a sterner boldness than our own, but they borrow colours from the sun, unknown to our climate, and they are mantled in clouds of richer dye. The farthest-off summits appeared, in their snow, like the turbans of gigantic Moors." The various races that have ruled in Bougie—Romans, Berbers, Arabs, Spaniards and Turks,—have left considerable traces of their domination. The Roman *enceinte* is still traceable in many places. The Saracenic lines were constructed about A.D. 1067, and various portions of them still remain, notably a large arch at the landing-place, and two walls flanked by towers running up the side of the hill behind the city.

In 1508 Ferdinand V. of Spain sent an army and 14 ships of war under Don Pedro Navarro, to take possession of it. He restored the *Kasbah* or citadel in 1509, and the defensive works were further strengthened and restored by Charles V. in 1545, who himself took refuge at Bougie after his repulse at Algiers; the Algerians took advantage of the occasion, and marched with all their forces upon it. Alonzo de Peralta, the Spanish governor, was fain to demand a capitulation. He was allowed to return with 400 men to Spain, where the monarch condemned him to lose his head. After this the city fell into

decay, and when Algiers was taken by the French, Bougie was not in a position to offer any serious resistance to General Trézel, who took possession of it on the 29th September 1833. The most interesting buildings at Bougie are the ancient forts: *Bordj el-Amer* (the red fort), of which the ruins are seen half-way between the *koubba* of *Sidi-Fouati* and the *Gourala*, was, before its destruction by the Spaniards, the most ancient in Bougie, and here it was that Salah Rais established himself when he took the place from them.

The fort of *Abd el-Kader*, on the right hand of the harbour as the traveller lands, was built before the arrival of the Spaniards in 1509.

The *Kasbah*, on the opposite side of the town, was built by Don Pedro Navarro, on Roman foundations, and bears Latin inscriptions, of which the following are translations:—

“Ferdinand V., illustrious King of Spain, has taken this city by force of arms from the perfidious children of Hagar, in the year 1509”—and “This city has been furnished with walls and fortresses by the Emperor Charles V., the African, grandson and successor of Ferdinand. To God alone be honour and glory. The year 1545.”

The fort *Barral* to the N.W. was also built by Pedro Navarro, and owes its present name to the fact of General Barral, who was killed in 1850, having been interred there. His remains have since been removed to the cemetery. This also is used as a prison.

On the top of *Mount Gourala* is the fort of the same name, now unused; below it is a barrack occupied by military prisoners; lower down to the W. *Fort Clauzel*, and on the beach, near the *Oued Seghir*, the Blockhouse, *Salomon de Musis*, called after a commandant supérieur, assassinated by the Kabyles in 1836.

Bougie, strictly speaking, had no port; it is situated in a deep bay well protected from the N.W. and S., but exposed to the E. A new harbour has been commenced, and will, when completed, contain an area of about 15 or 20 acres,

The Mole has a length of 230 metres from Fort *Abd-el-Kader*, and terminates in a depth of 8 fms. Its direction is S.E. A tendency to silt up has, however, been observed, owing to the mud brought down by the *Oued Summad*. Yachts may lie here in the most perfect safety.

From Bougie there is a service of diligences twice a day, via Akbou, to Beni Mansour, where it joins the regular line from Setif to Algiers; and another daily to Setif by the Chabet.

[Excursions.]

The traveller, who has generally at least a morning to spend at Bougie, cannot better employ his time than by visiting the lighthouse on *Cape Carbon*, distant about 6 kilometres. A very easy road leads from the town along the flank of the mountain east of *Gourala*, through the Valley of Monkeys, the southern slope of which is well wooded with *kharrub*, olive and oak trees; it then traverses the mountain by means of a tunnel, and passes over the pointed crest of the isthmus connecting the peninsula of *Cape Carbon* with the mainland. The northern face of the mountain is much more sterile, but covered in many places with scrub, the only trees being *Aleppo pine*. Nothing can exceed the sublimity of the landscape from every point of view. In front is the open sea, to the W. the littoral richly festooned with bays, capes and promontories, and to the E. the majestic mountains of *Kabylia*. Another interesting excursion is to the top of *Gourala*, from which a magnificent view is obtained; there is a good road up, and the ascent may be made on foot or by mule in an hour: each excursion occupies 3 hours. 4 f. are usually paid for mules.

But by far the most interesting expedition which it is possible to make from this place, or indeed from any other part of the coast, is to the magnificent pass of the *Chabet el-Akhira*. This is about half-way on the road from Bougie to Setif, and the traveller can either take it on his way to the latter place, and thence on to Constan-

time by rly., or he may go up as far only as Kharata, and return the same way, fortunate in being able to see every feature of the landscape from two points of view.

He may either hire a carriage, or take a place in the diligence which runs daily to Setif. The cost of a carriage for the two days is 125 francs. At Kharata he will find two fairly good and clean inns, the *Hôtel de Kharata* and *H. du Chabet*. On the second day he can reach Setif in time for the afternoon train to Constantine. The traveller is strongly advised to hire a carriage in preference to going by the diligence.

The first point of exceptional interest after leaving Bougie is *Cape Okas*, a bold and bluff promontory jutting out into the sea, on the vertical cliff of which the road has been rather excavated than built, at a height of 100 ft. above the sea, exactly like the stern gallery of an old ship of the line. The view both E. and W. is most beautiful; on the one side is a long stretch of beach fringed with green, behind which rise the hills into which the traveller is about to enter, and beyond these the more distant blue mountains culminating in the snow-clad peak of Babor. On the other is the Gulf of Bougie, a vast amphitheatre of water bounded by the most picturesque mountains.

The traveller now enters the *Oued Agrioun*, a picturesque and beautifully wooded valley. The river flows along a wide bed in the most beautifully tortuous manner, through dense thickets of oleanders. The summits of the hills are covered with pines and cedars, and their slopes, furrowed in every direction with perennial streams, are clothed with forests of cork and other varieties of oak, the finest of which is the *Ohêne Zain* (*Quercus Mirbeckii*), while the ground amongst them is brilliant with bracken, heath (*Erica arborea*), myrtle and a thousand wild flowers of every tint and hue. Soon he enters the *Gorge of the Chabet*, and the first idea that crosses his mind is the powerlessness of words to depict scenery so grand.

It is impossible to conceive anything

more sublime and terrible. A huge defile, 7 kil. in length, winds in a tortuous manner between two immense mountains, from 5000 ft. to 6000 ft. high. At the bottom an impetuous torrent has worn itself a deep and narrow channel, from either side of which the rocks arise sometimes almost perpendicularly, sometimes actually overhanging the bed of the river, to a height of nearly 1000 ft. So narrow is this gorge, that although the road is cut in the side, at from 100 to 400 ft. from the bottom, there is hardly any spot where a stone could not be thrown from one bank to another, and so steep is it, that before the first trace of the road was made by the French, an Arab could not pass along it on foot! The only means of approaching it was by descending and ascending the lateral valleys, and exploring a small portion of the main ravine on each side of them.

Beyond Kharata the scenery, though still fine, is tame in comparison. Near Takitount is a spring of gaseous water, held in high repute.

From Bougie to Kharata the distance is 69 kil., thence to Setif 48 kil., where the rly. may be taken to Constantine. Thence the traveller may continue his journey to Bone by rly., stopping at Hammam Meskoutine (q. v.).

b. The next port on the coast is Djidjelly, 140 m. distant from Algiers. The anchorage is protected from the extreme violence of northerly gales by a reef of rocks, which runs out from the salient angle of the old town, in an easterly direction, for nearly a kilometre. Unfortunately the rocks which form this reef are not sufficiently close together, or high enough above the water to afford anything like perfect shelter. An attempt was made to convert this into a breakwater by means of beton blocks, but it was abandoned for want of funds. Here it was that the expedition under the Duc de Beaufort, sent by Louis XIV. in 1664, was so disastrously defeated and almost annihilated by the Kabyles.

[Djidjelly is perhaps the best point from which to attempt the ascent of

BABOR and TA-BABORT. The journey has no physical difficulties, but it will be found hardly practicable without the co-operation of the Bureau Arabe. The writer performed it in March 1878, but it ought not to be attempted before May on account of the snow on the summit of the mountains, and the difficulty of passing the rivers which take their rise in it.

The first night he passed at the mines of Cape Cavallo, distant from Djidjelly about 35 kil., 4½ hours on horseback. The second day he proceeded by a very difficult path along the coast, visiting the picturesque cave of *Oued Taza* and the ruins of *Ziama*, and sleeping at *Ain Bou M'raou*, the residence of the Kaid of Ta-babort. The journey took 9 hours. Thence, on the third day, after a ride of 8 hours, he reached the village of *Beni Bizaz*, beautifully situated in an elevated valley between the peaks of Babor and Ta-babort; the scenery throughout was extremely beautiful and interesting in many respects. On the summit of the mountains are forests of cedar and pinsapo (*Picea Pinsapo*). The latter exists in no other part of Africa; the African variety is very distinct from that found in Spain. If he cannot ascend Babor, he will see both the Atlas and the Spanish varieties growing in juxtaposition in the plantation of *Djebel Ouache*, near Constantine. The most easy and the most picturesque route by which to return to Djidjelly is through the beautifully wooded country of the *Beni Foughal*, the only tribe in Eastern Kabylia which remained faithful to the French in 1871. During the writer's visit the trees were not yet in leaf, but the whole country was carpeted with violets, periwinkle and blue irises.]

c. Collo, 188 m. from Algiers.

The bay which serves as the harbour of Collo is protected from all the most dangerous winds, and offers not only a safe refuge for vessels trading on the coast, but a tolerably convenient landing-place for merchandise.

The solitary attraction to the tourist at this place is the proximity of the

Oued Z'hour, the only river in Algeria in which there are trout.

In about 3 hours' steaming after leaving Collo, the boat passes between the island of *Srigina*, on which stands a lighthouse, and the coast, distant about ½ m., and passing the port of *Stora*, enters the harbour of *Philippeville*.

For many years the former was the regular station of the coasting steamers, as a bend in the coast gives some shelter from the most dangerous winds, except in unusually heavy weather, when it is dangerous even to approach the coast.

d. Philippeville, 206 m. from Algiers (11,471 inhabitants). *British Vice-Consul*: Monsieur Henri Tessier. *Hotel d'Orient*.

Means of Communication.—A steamer of the *Cie. Transatlantique* leaves on Wednesday at 11 p.m., touches at Bougie, and reaches Marseilles on Saturday at 5 a.m. Another leaves on Sunday at noon for Marseilles direct, arriving on Monday at 9 p.m.

A magnificent harbour was completed in 1882, it is formed by the projection in a W.N.W. direction from Cape Skikdah immediately to the E. of the town, of a grand mole or breakwater, 1,400 metres long, and by the projection in a N. direction, from Chateau Vert, W. of the town, of a mole of *pierres perdues* about 400 metres long; the width of the entrance will be about 200 metres, and it will have a lighthouse at the head of the grand mole. The area thus protected is divided into an outer and inner basin; the former has now an area of 95 acres, to be subsequently reduced to 50, and varies in depth from 8 to 19 fms., the inner basin will be of 45 acres, with a depth varying from 22 to 50 feet.

It is contemplated to increase this harbour to a very great extent, and, if the proposed works are carried out, it will have a surface of upwards of 1200 acres, effectually sheltered from all winds. During the great storm of 26th and 27th January, 1878, nearly the whole of the harbour-works were carried away, and every vessel in the

harbour was wrecked. The whole has been reconstructed, and the breakwater widened to 30 metres at the water line; when completed it will be crowned with a parapet 5 metres thick and 13 metres above the level of the sea. When all is finished vessels of the largest size will be able to load and discharge their cargoes without the intervention of lighters. The cost has been about 16½ millions of francs.

There is very little to be said about the modern town of Philippeville, which owes its existence to the necessity which arose after the taking of Constantine, of having a more direct means of communication with that city than by Bone. On the 7th October, 1838 Marshal Valée encamped on the site of the ancient city of *Rusicada*, and purchased it from the Beni Meleh for 153 f.

At an early period it had attained a high state of prosperity, and, with Cirta, Collo and Mila, formed one of the four colonies of the Cirtensians. No city of Numidia, with so small an area, has furnished such a mass of archaeological treasures. Many of these have disappeared, but all that remain are now preserved in the ancient theatre, itself the most interesting ruin in the place.

On the plateau above are the Roman reservoirs, which were filled by a canal, bringing in the waters of the *Oued Beni Meleh*. These have been carefully restored, and still serve to supply the modern town.

There is also weekly steam communication between Philippeville, Bone and Algiers.

[Excursion to Constantine.*]

This is easily done by railway; trains run twice a day.

Hotels: d'Orient; de Paris; du Louvre: all good.

No traveller can fail to be deeply impressed by the magnificence of the situation of Constantine, whose extreme grandeur and picturesque beauty are probably unsurpassed by that of any city in the world; and it can be

truly said to deserve all the praise that has been so lavishly bestowed on it by writers on Algeria.

Nature seems to have constructed it entirely with a view to defence and picturesque effect. It occupies the summit of a plateau of rock, nearly quadrilateral in shape, the faces corresponding to the cardinal points, and its surface sloping from north to south. Its sides rise perpendicularly nearly 1000 feet from the bed of the river Roummel, which surrounds it on the N. and E., and it is connected on the W. side only by an isthmus with the mainland. The deep ravine, through which the Roummel flows, varies in breadth from about 200 ft. on the S.E. side, to nearly double that distance opposite the Kasbah; and is spanned on the N.E. by four natural arches of rock, about 200 ft. above the stream, one of which serves as the foundation for the bridge of *El-Kantara*. The town is, as usual in Algeria, a mixture, partly Arab and partly French; and hardly any traces now remain of the splendid city of Cirta, of which it is the successor.

The Arab quarter is almost as curious as that of Algiers; though much circumscribed in extent since the French occupation.]

e. The next port to the eastward is Bone, 264 m. from Algiers. (Pop. 23,186.) *British Vice-Consul: Mr. Abel de la Croix.*

Inns: Hotel d'Orient; Hotel Marius.

Means of Communication.—A steamer of the *Cie. Transatlantique* leaves on Friday at 6 p.m., touches Ajaccio on Saturday at 8 p.m., and arrives at Marseilles on Sunday at 1.30 p.m. Another leaves on Sunday at noon for Tunis, touching at La Calle and Bizerta, and reaching at 7 a.m. on Monday.

Formerly the anchorage in the bay was very insecure; but in 1868, after more than 10 years' labour, the new harbour was finished, and is now as good as any in the colony, not excepting that of Algiers itself. It consists of an outer harbour, having an area of 150 acres, formed by two breakwaters

* Murray's Handbook to Algeria and Tunis; Playfair's 'Travels in the Footsteps of Bruce.'

leaving between them an aperture of about 300 yards; within this is a basin containing 30 acres, surrounded with handsome quays, alongside which vessels can load at any state of tide or weather.

Bone, called by the Arabs *Annaba* (City of Jujube Trees), was founded by them after the destruction of Hippone, about 1 m. N.E. of the ancient city.

The ancient Carthaginian *Ubbo* or *Hippone* received from the Romans the name of Hippo Regius, not only to distinguish it from Hippo Diarrhytus, but from being one of the royal cities of the Numidian kings; it was created a colony of the Empire, and with Carthage it was one of the most opulent commercial centres of Roman Africa.

St. Augustine, who had been converted four years before, was ordained priest here A.D. 390; here he resided, a priest and bishop, for 35 years; and here also he wrote his 'Confessions,' and his 'City of God.'

In 428 A.D. the intrigues of the ambitious Count Boniface opened to the Vandal the door of the African continent, and Hippone was besieged by them for 14 months. St. Augustine died during this time, and in 481 the city fell, and its conquerors reduced it to ashes. The town, which was partially rebuilt under Belisarius, was again destroyed by the Arabs in the year 687. It was occupied by the French in 1823.

There is a railway to Constantine, and an embranchment to Souk Ahras, to meet the Tunisian line.

[*Excursions.*—Drive to the ruins of HIPPHONE. A pleasant day's ride is to Forest of EDOUGH, the ancient *Mons Papua*; but the most interesting excursion is to *Hammam Meskoutine*, by rail. There is a very good *Hotel* here, close to the Rly. Station.

These springs were known to the Romans under the name of *Aquæ Tibilitinæ*, so called from the neighbouring town of Tibillis, afterwards Announa. Some of the Roman baths cut out of the rock are still used by the hospital

patients; but the largest one is higher up the stream, which has since changed its course, owing to the mass of deposit having gradually raised the surface of the rock over which it then flowed. The temperature of the water is no less than 203° Fahr. which, taking into consideration the height of the source above the sea-level, is just about boiling-water heat; and is only surpassed by the Geysers in Iceland, and Las Trincheras in South America, the former of which rise at 208°, and the latter at 206° temperature.

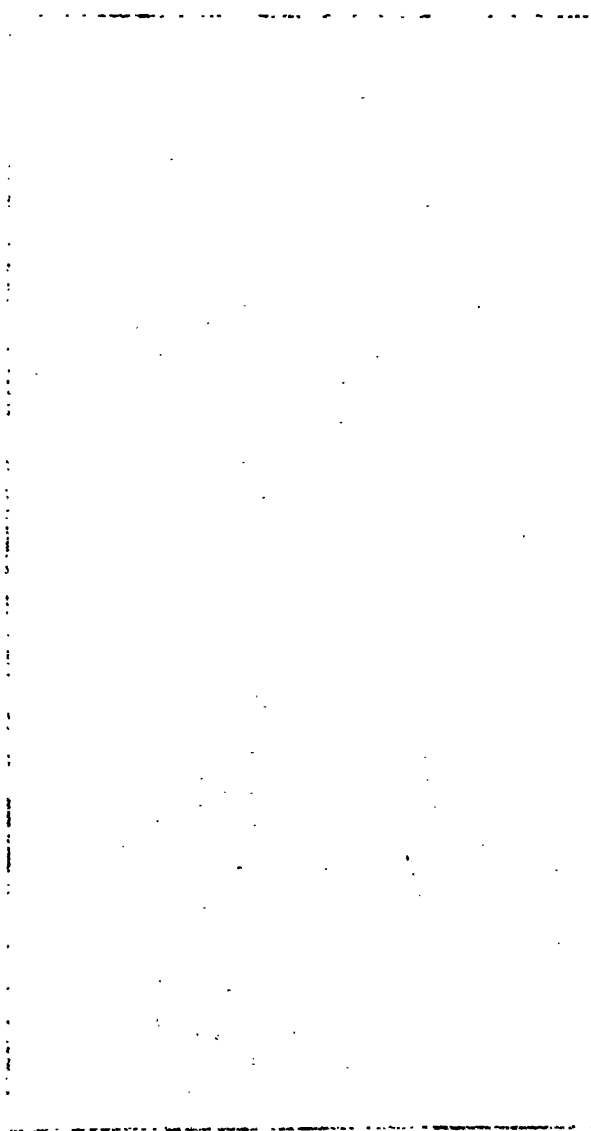
The whole scene is most extraordinary. The surface of the rock where the waters rise is everywhere thickly encrusted with carbonate of lime as white as marble. On issuing from the earth they fall in a succession of little cascades into a richly wooded glen, shut in by hills; and by the stream below, the natives may be seen cooking their provisions, and washing their clothes in the hot water. Above the cascades are numerous little natural basins of a creamy-white colour, bubbling over with boiling water. The rock over which the water falls is rough and uneven, owing to the thick calcareous deposit; and presents the appearance of a petrified rapid.

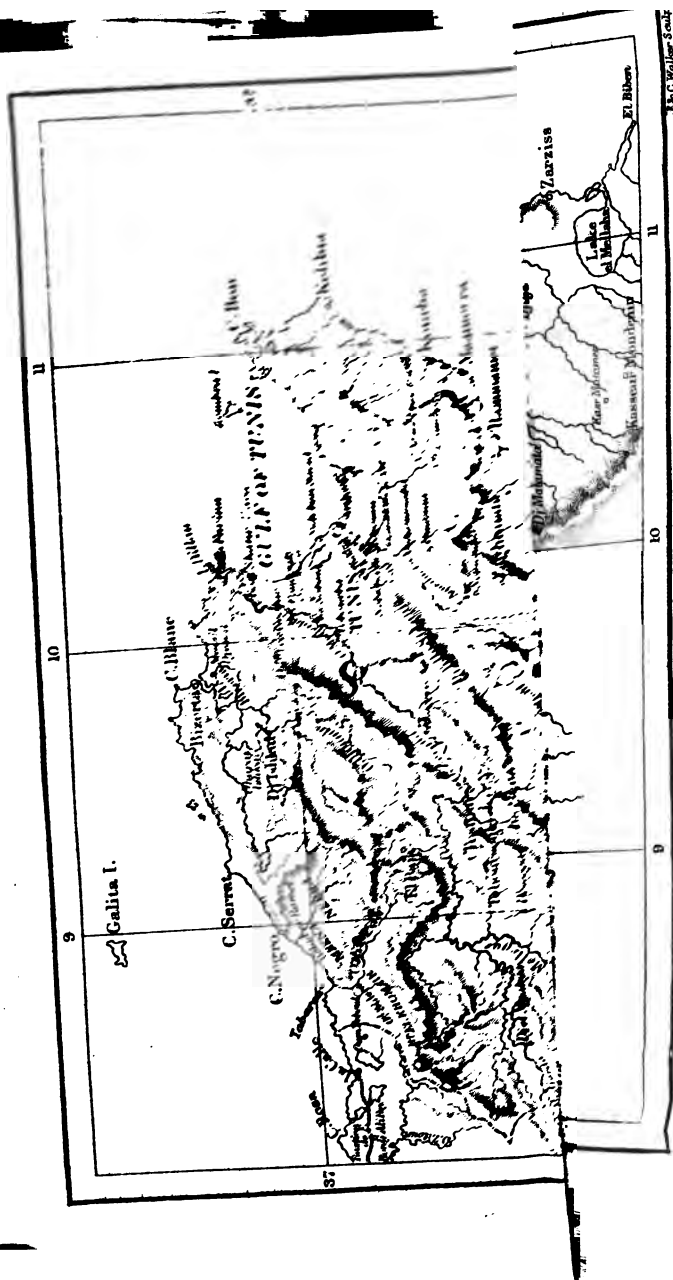
Above and below the sources are some enormous cones, the largest of which is about 36 ft. high, and 40 ft. in circumference. These were evidently deposited by the action of the waters overflowing the edges of the basins wherein they rose, which were thus gradually raised higher and higher, until the spring had no longer force sufficient to run over, but was obliged to find another outlet.

Earth has gradually collected on some of them, in which shrubs and flowers have sown themselves, giving the whole the appearance of huge flower-pots. Many of them have been split as if by earthquakes.

Clouds of steam rise from the falls and from the earth in all directions.

The best view is from below, where, looking up at the white shining rock and steaming water, the scene is very strange, and almost unearthly.





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These springs are extremely efficacious in cases of rheumatism and nervous or cutaneous diseases, and for healing wounds. The volume is very large, being, from the two principal, 18,000 gal. per hr. The carbonate of lime becomes nearly all precipitated as the water cools; when quite cold it is used for drinking purposes.]

f. La Calle, 298 miles from Algiers. Pop. 3008.

A small town, 15 kil. from the frontier of Tunis, the principal industry of which is the coral fishery. It is almost entirely in the hands of Italian sailors, who come every year to fish on the coast, making La Calle their head-quarters, and then return to their native country. Few French sailors are engaged in this hard and laborious occupation.

The old town of La Calle was contained within the present fortifications, on a ridge of rocks surrounded by the sea, excepting on the E. side, where a bank of sand connects it with the land. On this a new town has sprung up, which year by year is attaining greater importance. Extensive works for the preparation of sardines and for preserving fish in ice have been established here. An attempt was made to create a harbour of refuge in the bay of Bou Liffa, a little farther to the west, the old port being too small to contain vessels of a greater burden than 100 tons, but it proved too expensive and was abandoned. Roads are now (1882) being constructed into the Khomair country and to Tabarca from this place.

At 8½ miles beyond La Calle is the headland known as *Cape Roux*, the eastern extremity of the colony of Algeria. It is composed of rocks of a reddish colour, scarped on every side. A large cutting may be noticed in the rock from the summit, descending to the sea. Formerly vessels used to anchor here, and the old Compagnie d'Afrique used thus to bring down the cereals purchased from the Arabs. The remains of the storehouse built by that company may still be observed.

Means of Communication.—Weekly communication with Tunis and Bone, by steamer of the Compagnie Transatlantique.

REGENCY OF TUNIS.

8. FRONTIER OF ALGERIA TO TUNIS.

Shortly after passing La Calle the traveller enters Tunisian waters. This country is very similar in its natural features to Algeria, excepting that in it the proportion of hill to plain is much less; the mountain-ranges nowhere attain so great an elevation; the country is less wooded; the rainfall is less; and throughout a great part of the Regency the land is, if not absolutely sterile, capable only of yielding abundant harvests when stimulated to fertility by more than the usual amount of rain. It is naturally divided into four tolerably distinct regions, by parallel lines running N.E. and S.W. The first is the mountain region north of the Medjerda, the best watered of all, and abounding in forests of oak. The second, or *Tell*, consists of mountains and elevated plateaux enclosed between the Medjerda and a parallel line passing through Hammamet; the third, or *Sahel*, is a region of wide, dreary plains, more or less productive after copious rains; and beyond this is the *Sahara*.

It is difficult to understand how the Sahel could have supported the immense population which it must have contained during the Roman period. It is covered in every direction by the ruins not only of great cities, but of isolated posts and agricultural establishments. In many parts one cannot ride a mile in a long day's journey without encountering the ruins of some solidly-built edifice.

The Regency of Tunis corresponds to the most important part of the ancient Pro-Consular Province of Africa. It excludes the eastern portion, but it comprises the *Byzacena*, *Zeugitana* and the territory of *Carthage*.

The government of Tunis was till 1881 an hereditary Beylik. The

reigning Bey, Sidi Mohammed Es-Sadek, acknowledged the suzerainty of the Porte, but paid no tribute. Now it is rather premature to say what the government of the country is. The Bey is still supposed to reign, but since the occupation of his country by the French, he cannot be said to govern. The active competition between the Rubattino Company and that of the French Railway for the purchase of the small line between the Goletta and Tunis, constructed by an English Company, in which the Italians carried their point, and subsequently the Enfida affair, between a British subject and a French Company, created much sensation, and led to the active interference of Monsieur Roustan, the French Consul General. In the spring of 1881 a new question arose, the misdoings of the Khomair tribe (see p. 29). This led to a French expedition, which was supposed to have for its object the punishment of these marauders. Even in France it was hardly believed that this was its ultimate end. No sooner had the invading force commenced its operations than the dreaded marauders dropped out of sight; the island of Tabarca was occupied, so was Bizerta, Kef, and various other points of the Regency. General Bréart advanced on the capital, a treaty was presented to the Bey for signature, and two hours were allowed to him to execute a document involving the virtual abandonment of his country to France under the guise of a protectorate.

The military promenade was soon over; it was on the 4th of April that the French ministers announced their intention to chastise the Khomair, on the 12th of May the treaty of the Kasr-Saeed was signed. Mons. Roustan, who had been mainly instrumental in getting up the expedition was made Minister resident of the Bey and virtual ruler of the country. The sensibilities of Italy were deeply wounded, but none of the powers thought it to their interest to oppose this high-handed proceeding. Mohammedan fanaticism was stirred from the borders

of Tripoli to Morocco. The Bey lost all authority over his troops, who refused to obey a ruler who had delivered them over to the foreigner, and when the expeditionary force was recalled, a general state of insurrection ensued, and the French found themselves obliged to conquer the country city by city and tribe by tribe, and to send an immense force from the mother country to effect this end. The holy city of Kairouan was taken, and French columns marched all over the country to the very borders of Tripoli. A strong point has been occupied, and a fortress constructed in the heart of the Khomair country at Aïn-DRAHAM, at the source of the Oued-el-Kebir and on the flank of Djebel-Bir, 900 metres above the level of the sea, and there is hardly a city of any importance throughout the Regency which has not a French garrison.

a. At about 9 miles from the frontier is the Island of *Tabarca*,* the history of which is most interesting. It lies close to the shore, the strait by which it is separated being about a quarter of a mile broad at the west end, widening to nearly a mile at the eastern extremity. It has a small harbour, much frequented by coral boats when the weather is too rough to permit them to pursue their avocations at sea, and vessels of a larger size sometimes come under the shelter of the island to the east.

It is about 400 feet high, rising to a peak in the middle, on which are the picturesque ruins of a mediæval castle.

In ancient times Thabraca was a Roman colony.

In 1535 took place the celebrated expedition of Charles V. against Tunis. On the conclusion of peace, the perpetual right of fishing for coral was conceded to the Spaniards.

About the same period Jean Dorea, nephew of the celebrated Andrea Dorea, captured on the coast of Corsica the no less celebrated Algerian corsair Dragut. On the partition of the spoil

* Murray's *Handbook to Algeria and Tunisia*; Playfair's *Travels in the Footsteps of Bruce*.

e fell to the share of one of the Lomellini family of Genoa, which exacted as the price of his ransom the cession of Tabarca.

The Lomellini came to an agreement with Charles V., who undertook the fortification and defence of the island, the Genoese agreeing to pay five per cent on all the commerce which they made. Soon, however, the Spaniards neglected to keep up the works or pay the garrison, and the flag of Genoa was substituted for that of Spain; and though the governor was still named by the latter power, he was obliged to render his accounts to the Lomellini.

In 1741, during the war which Monsieur Gautier, the Consul of France, brought about between his country and Tunis, the latter took possession of the island.

A part of the inhabitants, about 500 in number, effected their escape to La Calle, and thence proceeded to the island of San Pietro, to the south-west of Sardinia, then uninhabited, where their descendants exist to the present day, under the name of Tabarcini, and still pursue the coral fishery, as well as aid in loading vessels arriving at their port of Carloforte for minerals.

The river which falls into the sea opposite Tabarca, is the *Oued el-Kebir*, the Great River, or the *Oued ez-Zan*, River of Oak Trees, the ancient *Tusca*, which formed the boundary between the Roman province of Africa and Numidia.

The *Khomair* tribe (erroneously called by the French *Kromirs*) who inhabit this district, are the most warlike, and the most inimical to strangers, of any on the N. coast of Africa. It was the depredations committed by them that afforded a pretext to the French for interfering in the affairs of Tunis in 1871. Up to that time their country had been almost unvisited by Europeans, the author is not aware of any Christians having passed through it except himself and his companion, the Earl of Kingston. It is one of the largest and most important tribes in Tunis, numbering not far short of 20,000 fighting men. They never permitted any interference on the part of

the Bey with their internal government, and paid no taxes or contributions of any kind.

A fixed white light has lately been exhibited from the summit of the fort on the island. A number of French have settled here since the occupation of Tunis, and have purchased land from the natives.

Very shortly (1882) a carriage road will be open from Tabarca to La Calle.

A little way beyond Tabarca, is *Cap Negre*, where the French founded a trading station before their settlement at the Bastion de France in 1609. It was subsequently taken by the Spaniards, and for a short time occupied by the English; but from 1586 till its destruction, it belonged to the French.

About 25 miles to the north is *Galita* island, the ancient *Calathe*, once a favourite resort of pirates, when they wished to careen their ships or lay in fresh water. It is easily recognised from its outline, the S.E. extremity is rugged and steep, and the sugarloafed peak over it appears isolated when seen from the north or south; in a bay on its south side is temporary anchorage. Off the N.E. end are three islets, *Gallo*, the outermost and largest, is about a mile distant; *Pollastro* is the centre and smallest, and *Gallina*, the inner, is half a mile from the island. At 1½ miles S.W. of the S.W. end of *Galita* are two other larger islets, *Galitona* and *Aguglia*. A little farther on, about 3 miles from the shore, are two high rocks, the *Fratelli*, the *Nep-tuni arae* of the Romans, one of them exactly resembling a high-backed chair; passing these the bold promontory of O. Blanc is passed, easily identified by the white colour at its extreme point, then an indenture of the coast line marks the site of a place which may one day play an important part in history as a naval station.

b. Bizerta* is only 36 miles from Tunis by land; its name is a corruption of the Arabic one, *Binzerte*, which is as evidently derived from the an-

* Murray's Handbook to Algeria and Tunis Playfair's 'Travels in the Footsteps of Bruce.'

cient one, *Hippo Zarytus* or *Diarrhytus*, so named to distinguish it from its neighbour, *Hippo Regius*, the modern Bone.

The situation of the town is extremely picturesque, being built on each side of the canal which connects the lake with the sea, and on an island in the middle of it, principally occupied by Europeans and joined to the mainland on either side by substantial bridges. Since the French occupation, fixed red and green lights have been exhibited from the outer extremity of the pier.

The important feature of Bizerta, however, is its lake, now called *Tinja*, formerly *Hipponitus Sinus*, which in the hands of an European power might become one of the finest harbours and one of the most important strategical positions in the Mediterranean. Its length from E. to W. is about 8 miles and its width $5\frac{1}{2}$, but the shallow portion which passes through the town is less than a mile in length, with a depth of from two to ten feet. Beyond, it widens out, and has a depth equal to that of the lake, from five to seven fathoms. A comparatively slight expenditure would be required to convert this lake into a perfectly landlocked harbour, containing fifty square miles of anchorage for the largest vessels afloat. At present the anchorage off the entrance is very insecure; vessels are compelled to remain in the open roadstead, and at a considerable distance from the town, and there is no shelter from the prevailing bad winds. The lake teems with excellent fish, which produce a revenue of 4500*l.* a year to the State; they are caught both in weirs and nets, and are carried on donkeys to Tunis for sale.

To the S.W. of this lake is another nearly as large, but with a depth of from two to eight feet only. It is the ancient *Sisara*, now called the *Gharat Djebel Ishkul*, or lake of Mount *Ishkul*, a remarkable hill of 1740 feet high, situated at its southern extremity, the *Kirna Mons* of Ptolemy. The water is almost sweet in winter, when a considerable body is poured into it by Oued Djoumin or river of Mater,

but in summer, when the level sinks, the overflow from the salt lake pours into it by the Oued Tinga, a tortuous canal which connects the two, and then its waters are not potable.

Beyond Bizerta is *Ras ez-Zebib*, where are the tunny fisheries of Count Raffo, and *Ras Sidi Ali el-Mekhi*, where the Bay of Tunis commences. This is enclosed between the cape just mentioned, the ancient *Promontorium Apollinis*, and *Ras Addar*, or *Cape Bon*, the *Promontorium Mercurii*. The extreme width of the entrance is 41 miles, and its length 27. Close to the former cape is *Kameta*, or *Ile Plane*, the *Coreura* of the ancients, a low island, pierced through in one part by a natural arched canal, while on the opposite side of the bay is the lofty island of *Zembra*, the *Djamores el-Kebir* of the Arabs, and the *Egimurus* of the ancients, with the smaller one of *Zembretta* and *Toumara*.

South of *Ras Sidi Ali el-Mekhi* is the *Ghar el-Melah*, or Lake of Porto Farina, into which flows the river Medjerda. This was at one time the most famous arsenal and the winter port of the Tunisian fleet, and here our own Blake gained one of his most celebrated victories. A little to the S.W. is the wretched little village of *Bou Chater*, the site of the celebrated city of *UTICA*, *The Ancient*, one of the first founded in Africa. When later Phœnician colonists founded Carthage, Utica still maintained its importance, though it was obliged to submit to the supremacy of the younger city. In 300 B.C. it fell into the power of Agathocles, and it subsequently played an important part in all the Punic Wars, but it is especially famous as being the scene of the unnecessary self-sacrifice of Cato. It continued to exist till the Mohammedan invasion, when it lost not only its being but its name, and was thereafter known by that of *Bou Chater*. The ruins still existing of the ancient city are not very extensive or interesting. Soon Cape Carthage is doubled, with the Arab town of *Sidi Bou Saïd*, then the site of the great Carthage itself; while

the eastern horizon is bounded by a picturesque chain of hills, the most conspicuous of which are *Hammam el-Enf*, *Bath of the Nose*, so called from a fancied resemblance it bears to that organ, and to the existence of a celebrated thermal spring at its base; *Djebel Ressas*, the mountain of lead, and *Zaghawan*, which gave its name to the district of Zeugitana.

c. Eventually the traveller arrives at the Goletta, or port of Tunis.

The name is a corruption of the Arabic words *Halk el-Oued*, or *throat of the canal*, an artificial passage cutting the town into two portions, and communicating between the sea and the lake of Tunis. In the northern half are the town, fort and battery; in the southern, the Bey's summer palace, the seraglio, arsenal, custom-house and prison. Vessels are compelled to anchor in the roadstead, as there is not sufficient depth of water in-shore, but they are tolerably well sheltered from all winds except that coming directly from the N.

Boatmen here demand pretty much what they please; the charge, however, for landing a passenger with an average amount of luggage is 2 francs.

The town, like Tunis, has been constructed entirely with the materials of Carthage. The fortress which defends it has been frequently besieged, the most celebrated occasion being that of Charles V.

There are three means of reaching Tunis: by the railway, by carriage—both routes skirting the northern shore of the lake—or by boat on the lake itself; the first is, of course, much the most convenient and economical. The distance is about 9 kil.

9. TUNIS.

Tunis.* (Pop. 90,000.)

Inns: *Grand Hotel*, near rly. station, on the Boulevard de la Marine; *Hotel de Paris*, or *Berterand*, in the town.

H. M. Agent and Consul-General: T. F. Reade, Esq.

Consul: Frederick Arpa, Esq.

* Vide Murray's Handbook to Algeria and Tunis.

Consul of the U.S.A.: G. W. Fish, Esq.
Means of Communication.—A steamer of the *Cie. Transatlantique* leaves Tunis on Tuesday at 5 P.M., calls at La Calle and Bone, and reaches Marseilles on Friday at 9 A.M., via Bone (q. v.). Another leaves Marseilles on Thursday, touches at Genoa, Leghorn, Naples, Palermo, Messina, Malta, Susa, and reaches Tunis on Saturday week at 5 A.M., leaving the same night for Marseilles, which it reaches on Monday at noon. The return steamer leaves Tunis on Wednesday evening, reaching Marseilles on Friday week at 1 P.M.

A third line leaves Tunis on Thursday evening, touches at Susa, Monastir, Mehedja, Sfax, Gabes, Djerba, Tripoli, and reaches Malta on Tuesday. The return boat leaves Malta on Friday, and arrives at Tunis on Wednesday morning. Steamers of the *Italian Company* every Wed., 3 P.M., for Cagliari, Leghorn, Genoa and Marseilles; another line along the coast every Th., 4 P.M., for Susa, Monastir, Mahadia, Sfax, Djerba, Tripoli and Malta.

A smaller line of steamers starts every Friday for Pantellaria, Palermo, Naples, Leghorn, and Genoa, with correspondence to Constantinople and Odessa.

Means of Travel in the Interior.—There is a railway, made by an English Company, between the Goletta, the Marsa, Tunis and the Bardo. When it was determined to sell this, there was a spirited competition for it between the French Company and that of Rubattino. The Italians bid the highest sum, and obtained it. There can be no doubt that this was the real cause of the French intervention. Another line (French) from Tunis towards the frontier of Algeria, which is now finished as far as Ghardimaou. It will join the Algerian lines at Souk Ahras. Another line is completed between Tunis and Hammam el-Enf, or Hammam Lif, as it is sometimes erroneously called. Along the coast from Bizerta to the extreme south, although there are no roads, carriages can go without much difficulty, but in the interior the only means of travel are on horseback. Even thus it is no easy matter

The writer, who has travelled extensively through the country, could rarely remain two days in the same place, owing to the difficulty of obtaining food for himself or provender for his animals.

The City of Tunis stands on a rocky isthmus separating two salt fœtid lakes; that to the North-East communicates with the sea at the Goletta, and is called *El-Bahira* or the Little Sea, by the natives; it is about 18 kil. in circumference, but nowhere more than one or two mètres in depth. The other to the S.W. is the *Sébkhâ es-Sedjourni*.

Tunis was certainly known to the ancients by its present name, even before the foundation of Utica and Carthage; it was probably founded by native Africans, and not, like those cities, by Phœnician colonists; it was also called *El-Hadhera*, the Green, on account of the beauty of its gardens.

It is surrounded by a wall, the southern part of which is of great antiquity, but the northern portion, enclosing what was at one time the Christian suburb, is of quite recent construction, and is defended by occasional bastions instead of the towers which strengthen the more ancient part.

The perimeter is about 8 kil., but the area is not all inhabited.

In addition to the enceinte, the N.W. side of Tunis is defended by three large forts built by Charles V., called respectively *Bordj Manoubia*, *B. Filfila* and *B. er-Rabta*. A lofty aqueduct, built at the same period, supplied them and the Kasbah with water. This is now disused; it must not be confounded with the great Roman aqueduct from Zaghuan. These forts have been occupied and strengthened by the French. The city is commanded by two hills in its immediate vicinity; one to the S., on which is the ancient fort *Sidi bel Ahean*, or *Bordj Si Ali Rais*, also occupied by the French, and another to the N., called *Belvedere*, never fortified before the French occupation. The view from both is very fine; on the latter is a small entrenched camp.

The principal gates are the *Bab el-Bahr*, or *Sea gate*, now quite disconnected from the walls; the *Bab el-Khadra*; the *Bab Abd es-Selam*; the *Bab es-Sadun*, towards the Bardo palace and the Manoubia; the *Bab Sidi Abdulla*, at the citadel; the *Bab Sidi Alewa*, on the road to Zaghuan; and the *Bab Soueka*, on that leading to Susa and the coast.

The lower part of the city and the faubourgs nearest to it are occupied by Christians and Jews; the upper part is reserved for the Mohammedan population, and is built in the form of an amphitheatre crowned by the Kasbah or Citadel. In front of this a handsome new square, called *Souk el Islam*, was built, under the ministry of Khairaddin Pasha; but as Jews and even Christians were jealously excluded from the shops which surround it, the affair proved a commercial failure. The front of the Kasbah was painted and whitewashed to make it harmonise with the buildings around. These consist of the *Dar el-Bey* and two handsome rows of shops built in a pseudo-Moorish style, with an astronomical clock in the middle, showing the hour, the day of the month and the moon's age. Enclosed within these four sides is an ornamental garden.

The interior of Tunis presents a confused network of streets and lanes, one or two of which, wider than the others, run nearly through its whole length; these all converge towards the citadel, so it is very easy to find one's way. A few years ago these were almost impassable, owing to the mud and filth in winter and the dust in summer, but of late years considerable municipal improvements have been carried out: the streets have been paved—for a native city they are remarkably clean—and a boulevard has just been made from the *Bab el-Bahr* to the Marine.

This commences at the *Piazza*, where is situated the British Consulate, passes the French Residency, with its guard of soldiers, numerous cafés and restaurants, the Grand Hotel, and the handsome buildings occupied by the Com-

pagnie Transatlantique and the Société Marseillaise.

In fact, this once purely Mohammedan city, the last remaining one on the shores of the Barbary States, is being slowly but surely transformed into a French garrison town.

Nearly every part of Tunis contains markets or bazaars of one kind or another, frequently covered with planks or pieces of matting. The trades keep together, so that the purchaser has the advantage of comparing the various articles of the same sort in one place. The principal are the *Souk el-Atterin* or bazaar of the perfumers, near the *Djamāa ez-Zaitouna*, and the *Souk el-Bey*, where arms, inlaid boxes, carpets, etc., are sold; this was at one time the slave market also.

English Church.—Near the Hotel de Paris; a site was presented by the Bey, and a neat little iron church has been built, capable of holding about 120 persons.

English Cemetery.—There is also an English cemetery, in which Protestants of other nations are interred; it is about ten minutes' walk (to the left) after leaving the *Bab el-Bahr*. It contains the graves of several English consuls. Amongst others, Richard Lear, 1663; Richard Lawrence, 1750, 38 years Consul-General; James Trail, 1777, 23 years Consul-General; and Sir Thomas Reade, 1849, 23 years Consul-General. Another person rests here whose name should be known wherever the English language is spoken, Colonel John Howard Payne, twice consul for the U.S. of America, who died at Tunis on the 1st of April, 1852. His monument was erected by his "grateful country," and it records the fact that he was author of "Home, Sweet Home, the tragedy of Brutus, and other similar productions."

A *Roman Catholic Cathedral* has been erected on the Boulevard de la Marine. It is not a building of any architectural merit, but it is interesting to record that on its consecration by Cardinal Lavigerie, in April, 1882, a solemn service was performed in thanksgiving for Queen Victoria's escape from assassination.

[Mediterranean.]

Mosques.—Throughout the Regency of Tunis, Christians are rigorously excluded from entering any of the mosques. It is therefore unnecessary to do more than enumerate a few of the principal ones in the city.

Djamāat el-Kasbah, in the Kasbah or citadel. Built in about A.D. 1232.

Djamāa ez-Zaitouna, the mosque of the olive-tree, in the *Souk el-Atterin*, or market of the perfumers. It contains many columns from Carthage and a fine library.

Djamāa Sidi Mahrez, in the quarter of the Babes-Souika, distinguished by its large dome surrounded by smaller cupolas.

There are also in the city innumerable other mosques, medrassas or colleges, zaouias, and tombs of celebrated Mohammedan saints.

Public Instruction.—There exists a college for the education of Mohammedan youth named *Ez-Sadiki*, situated not far from the European quarter. It contains about 100 pupils, half of whom are supported by the State or by mosque revenues, and reside in the building; the other half also receive their education gratuitously. In addition to the usual branches of purely Mohammedan education, there are European professors to teach French, Italian, and mathematics.

Cardinal Lavigerie has founded a *College at St. Louis*, which contains about 60 boarders of all nationalities, who are taught chiefly by his "White Fathers," an order of missionary priests founded by him in Algeria.

The *Dar el-Bey*, or town palace of the Bey, is well worthy of a visit. Some of the older rooms are perfect gems of Moorish art, while the more modern apartments are decorated in a style that would disgrace a cheap tea-tray.

It was at one time occupied by Queen Caroline, subsequently by the brother of the Emperor of Germany, by three of our Royal Princes, and by Sir Hastings Yelverton when he came to invest the Bey with the Grand Cross of the Bath. Since the latter became a vassal of France, it has

been taken possession of by a general officer—a bitter humiliation for its ancient possessor.

The *Kasbah*, which forms one side of the New Square, at one time contained the ancient palace of the Bey, but all the buildings in the interior have been pulled down, and it is now occupied by French troops. Here took place the rising of the Christian slaves while Charles V. was attacking Tunis, and which greatly contributed to his success. The Spaniards strengthened it and built the aqueduct behind the Bardo to supply it with water.

10. EXCURSIONS IN THE NEIGHBOURHOOD OF TUNIS.

a. CARTHAGE.

Naturally the first excursion that the traveller will desire to make is to the site of the mighty Carthage. He may go by train, the station of Carthage being within half-an-hour's walk of the chapel of St. Louis; but the preferable course is to hire a carriage.

Carthage is said to have been founded by a Phœnician colony from Tyre about B.C. 852. They gave to it the name of *Kart-Hadaet*, the new city, in opposition to *Utica*, the old. This name became in Greek *Carchedon*, and in Latin *Carthago*.

It continued in uninterrupted prosperity and glory for upwards of 700 years, till its destruction by P. C. Scipio in B.C. 146. Thirty years later it was colonised by C. Gracchus, raised to a considerable condition of prosperity by M. Antonius and P. Dolabella, and rebuilt with considerable magnificence by Augustus. It subsequently became the chief seat of Christianity in Africa, and many of its most splendid buildings were destroyed with a view of rooting out the last traces of paganism. Its utter destruction, however, did not commence before the Arab invasion in 697, since when one generation after another has continued the operation with unremitting zeal. Now nothing remains of the great city save a few cisterns and

some shapeless masses of masonry; all that is valuable has been carried off either for the construction of the modern city of Tunis, or to enrich the public buildings and museums of Europe.

The situation of the city was singularly well chosen, on the shores of a magnificent and well-sheltered bay; it consisted, properly speaking, of three different towns, all enclosed within the same wall namely—*Byrsa*, the citadel; *Cothon*, which included the port and that part of the town occupied by the merchants; and thirdly, *Magaria*. The first occupied the site of the present chapel of St. Louis, the second the lowland between it and the Gulletta, and the third stretched in rear of both, from the banks of the lake to the sea-shore, below the village of Sidi Bou-Saeed.

Chapel of St. Louis.—On the 8th of August, 1830, a treaty was concluded between Charles X. and the Regency of Tunis, containing the following article:—

“We cede in perpetuity to H. M. the King of France, a site in the *Maalaka* to erect a religious monument in honour of Louis IX. on the spot where that Prince died; we engage to respect and cause to be respected this monument, consecrated by the Emperor of France to the memory of one of his most illustrious ancestors.”

It is difficult to determine the exact spot where St. Louis died, on the 25th of August, 1270, but the spot selected as the site of the chapel was the *Byrsa* itself, to which place, according to Joinville, St. Louis retreated after his defeat before Tunis, the better to be able to superintend the embarkation of his troops and the movements of the enemy.

Regarding the style and architecture of the chapel, the less said the better. Above the entrance is the following inscription:—

LOUIS PHILIPPE, PREMIER ROI DES FRANÇAIS,
A ÉRIGÉ CE MONUMENT EN L'AN 1841, SUR LA
PLACE OÙ EXPIRA LE SAINT LOUIS, SON AÏEUL.

Round the chapel is a garden enclosed within high walls, with a residence for

the guardian. A number of fragments of sculpture and Roman inscriptions have been built into the walls, and in the garden on a pedestal is a mutilated statue in white marble found at El-Djem; below it is the inscription, also found there, containing the ancient name of the city, *Thysdrus*. Part of the garden is used as a French cemetery.

There is a French college attached, see ante, p. 33.

The Byrsa was the first point fortified by the Carthaginians, and around it arose by degrees the houses, public buildings, streets, etc., of this great city.

The Palace of Dido.—The walls supposed to be those of the Palace of Dido are to the N.E. of the Byrsa. On leaving the chapel, the path right ahead is followed for about 100 yards, after which, turning to the left, a few vestiges are found supposed to be the remains of this building.

Temple of Æsculapius.—The Temple of Æsculapius is situated under the Chapel of St. Louis; four or five small apses are still visible. This building was destroyed at the close of the third Punic War, when the wife of Asdrubal voluntarily perished in the flames with her whole family rather than submit to the Romans.

The Forum.—The forum was situated between Byrsa and the sea, close to the military harbour.

The Harbours.—The site of the ancient ports of Carthage is well known and easily recognisable. On leaving the Goletta by the gate of Tunis the traveller passes over a tongue of land called formerly *Tœnia* and *Ligula*. On following this he soon finds himself between the lake of Tunis to the left and the sea to the right. After a walk of twenty minutes he arrives at the house of General Kheir-ed-din, formerly Prime Minister of the Bey, and subsequently Grand Vizier of Turkey. On continuing his walk for about twenty-five minutes

more, he arrives at a summer palace of the Bey, and it is on the shore near this that the ports are situated.

From the chapel of St. Louis the traveller can see two little lakes, excavated a few years ago on the site of the ancient ports; but it must not be supposed that the latter were as limited in extent as their modern imitation. They were, however, artificial basins, and both were named *Colthou*, a word used to express a harbour excavated by the hand of man. Like many of the other principal features of Carthage, these ports were destroyed by Scipio, restored by the Romans, enlarged by the Byzantines, and subsequently allowed to fall into ruin and be filled up after the Arab Conquest.

Of the various other temples to Apollo, Saturn, Astarte, Hercules, etc., few or no remains are visible, and the traveller will look in vain even for their foundations.

Cisterns.—Punic Carthage was supplied with water entirely from cisterns constructed to catch and preserve rain-water. These are found in every direction, but there were two great public reservoirs, one close to the sea, and the other at Māalaka. The first of these is situated close to the fort called Bordj el-Djedid. The total length is 139 mètres, and the breadth 37 mètres, they are vaulted and divided into 19 compartments, two of which contained tanks and circular basins either for distribution or to catch any debris brought down by the rain, and allow only clear water to flow into the reservoirs beyond. The cisterns, at the Māalaka were very much larger, but are now in a worse state of preservation; the Arabs of the village make use of them as a residence for themselves and their flocks.

When the aqueduct from Zaghounan was subsequently constructed, these reservoirs were used for the reception and distribution of the water.

The Amphitheatre.—The amphitheatre is situated S.W. of the Māalaka, and close to the Carthage station of the railway. All that remains, how-

over, is an elliptical excavation, about 12 mètres in depth. This was the scene of the martyrdom of St. Perpetua and her companions on the 7th of March, 203.

The Circus.—The circus is situated to the S.E. of the Arab village of Douar Ech-Chott, and about 3½ kil. from the temple of Æsculapius. Its outline is easily distinguished, and even some vestiges of the Spina, but all the cut stones have been removed.

Theatre.—Apuleius describes the theatre at considerable length, without specifying its exact site, but El-Edrisi says that it was W. of the sea-baths. Standing at the great cisterns and looking towards the Goletta, the ruins of this building are seen on the left hand near the sea-shore.

The history of Christian Carthage is no less interesting than that of its earlier days. Owing to its constant intercourse with Rome, the religion of Christ was implanted here at a very early date. In the 2nd century there were a great many bishops in the proconsular province, and Agrippinus, the first bishop of Carthage, convoked them in council.

The first recorded martyr at Carthage was St. Namphanion, who was killed in 198 under Septimius Severus. Jocundus and Saturninus followed about the same time. St. Perpetua and her companions were thrown to wild beasts in the amphitheatre in 203. St. Cyprian was beheaded in 258; other brilliant names adorn the African Church; Tertullian and Augustine, the latter of whom was born at Tagaste and partially educated at Medaura, came to Carthage to complete his studies. In his time the see of Carthage numbered 160 churches in the Byzacene, and almost as many in Zeugitana. The names of only 28 bishops of Carthage are, however, recorded, of whom the last, Cyriacus, lived in 1076.

To the E. of the chapel of St. Louis, and distant about 3000 mètres from it, is the village of Sidi Bou-Saeed, which is esteemed as holy by the

Arabs, on account of a tradition that St. Louis became a convert to El-Islam, and was interred there under the name of Sidi Bou-Saeed.

b. EXCURSION TO THE BARDO AND THE MANOUBA.

The railway goes as far as the Bardo, but it will be better to take a carriage and drive there. This is one of the most interesting and characteristic of all the palaces of Tunis. Exteriorly it has the air of a fortress, being surrounded by a wall and ditch, and flanked by towers and bastions. The entrance leads into a square court through a little street lined on each side with shops. To the right of the court is the entrance to the old harem, in front to the stables, and to the left, after having passed through a second court, is the Bey's hall of justice, where periodically His Highness in person administers the patriarchal but substantially equitable justice which seems far better suited to semi-civilised people than the more elaborate jurisprudence of Europe.

The state saloon is fitted up with great splendour, though in questionable taste.

c. EXCURSION TO BIZERTA AND UTICA.

This may be done by carriages from Tunis in three or four days. The cost will be from 120 to 140 piastres (3*l.* to 3*l.* 10*s.*). There are no hotels of any kind beyond the city of Tunis, so that the traveller must be provided with recommendations to some one at Bizerta with whom he can lodge. (See p. 29.)

d. EXCURSION TO ZAGHOUAN AND OUDJENA.

This expedition can be done in three days by carriage. An order will be required for permission to sleep at the Dar el-Bey at Zaghouan, and the traveller should provide himself with what provisions may be necessary for the journey—cost of a carriage about 3*l.* If he only wishes to see the aque-

duct of Carthage, he can visit it and the ruins of Oudena, and return to Tunis in the same day.

At 11 m. from Tunis is the Mohammedia, an immense ruined palace, built by Ahmed Bey, who died in 1855, and decorated with great magnificence, but which since his death has been allowed to go to ruin.

Shortly after leaving the Mohammedia, the ruins of the ancient aqueduct come in sight, and at a distance of about 14 m. from Tunis the road crosses the Oued Melian, the Catada of Ptolemy. Here is seen, in all its surpassing beauty, one of the greatest works the Romans ever executed in North Africa, the aqueduct conveying the waters of Zaghouan and Djougar to Carthage.

It was commenced by Hadrian and finished by Septimius Severus; partly destroyed by the Vandals; restored by the Byzantines, and finally ruined by the Arabs. It was reserved for the present Bey, Sidi Mohammed es-Saduk, once more to restore this ancient work, and to bring the pure and abundant springs which formerly supplied Carthage into the modern city of Tunis.

The original aqueduct started from two springs, those of Zaghouan and Djougar; and to within 16 m. of the present city of Tunis, namely, to the S. side of the plain of the Catada, it simply followed the general slope of the ground without being raised on arches. From this point, right across that plain, a distance of 3 Roman, or $2\frac{1}{2}$ English m., with slight intermissions, owing to the rise in the ground, and so on to the terminal reservoir at the modern village of Mäalika, it was carried over a superb series of arches, sometimes, indeed, over a double tier. The total length of the aqueduct was 61 Roman m., or 98,897 yards, including the branch from Mons Zucharus, which measured 22 m., or 36,803 yards; and it was estimated to have conveyed 32,000,000 litres (upwards of 7,000,000 gallons) of water a day, or 81 gallons per second, for the supply of Carthage and the intermediate country.

The greatest difference is perceptible

in the style of construction, owing to the frequent restorations which have taken place. The oldest and most beautiful portions are of finely-cut stone, each course having a height of 20 in.; the stones are bossed, with a squared channel worked at the joints, and the voussoirs are single stones reaching quite to the bottom of the specus, in which there exist, at intervals all along its course, circular man-holes, both to admit air and to permit the repair and cleansing of the channel.

A great part of the aqueduct, however, is built in a far less solid manner, of concrete blocks or of small irregular stones. In some places a threatened danger had been guarded against by the erection of rough and massive counterforts. Along the plain of the Oued Melian, in a length of nearly 2 m., there are about 344 arches still entire.

The aqueduct passed the river on a double series of arches. These were all destroyed in order to make use of their foundations for the modern bridge which now carries the water across, and serves at the same time as a viaduct.

From this point to Carthage, along the plains of the Mohammedia, the Manouba and Ariana, the ancient aqueduct is entirely ruined, and its stones have been used in the construction of Tunis.

Leaving the Oued Melian, the road to Zaghouan follows the line of the aqueduct; but a détour to the E. may be made to visit the ruins of Oudena, the ancient city of Uthina.

The present condition of the ruins proves it to have been a place of very considerable importance; they cover an area of several miles, and must certainly have contained a very large population.

At about 33 m. from Tunis is Zaghouan, the ancient *Zeugis*, which gave its name to *Zeugitana* or the Province of Africa proper. A pleasant little town, situated on a spur proceeding from the N.E. side of the mountain bearing the same name.

The principal industry is the dyeing

of red caps or *cachias*, which has been carried on here for generations.

The great interest of the place, however, is its vicinity to the springs from which the aqueduct is supplied; about a mile and a half distant from the town.

The great source issues from below the ruins of a Roman temple, known to the natives by the name of El-Kasbah, or the fortress.

The building is extremely elegant, and in its original condition must have been one of the most charming retreats which it is possible to imagine. It is situated at the gorge of a narrow and precipitous ravine descending from Djebel Zaghouan, but at a very considerable elevation above the plain at its foot.

It consists of a paved area of a semi-circular form, but with the two exterior limbs produced in straight lines as tangents. Round the perimeter was a raised colonnade, and at the end, in the middle of the circular portion, was a rectangular cella, which is still tolerably entire; at the extremity there is a niche lined with cut stone, surmounting what may either have been the base of a statue of an emperor, or an altar to a divinity. To the rt. and l. of this proceeded a lateral gallery. The posterior wall was of finely-cut stone, with thirteen square pilasters on each side, between every alternate pair of which a round-headed niche for statuary was sunk in the thickness of the wall. Towards the interior, a Corinthian column corresponded to each of the pilasters, but these have long since been removed, and now decorate the interior of the principal mosque of Zaghouan. Each end of this colonnade was terminated with a handsome gateway; and from the lower surface of the area on either side a flight of fifteen steps conducted to a basin or nymphæum, shaped like a heart in cards, but with a rounded instead of a pointed apex; in this the spring rose, and was conducted into the aqueduct. The spring is no longer visible, being led into the modern aqueduct before it emerges from the ground.

The colonnade was roofed by one general half-cylindrical vault in the direction of the length of the building, intersected by twelve other transversely directed cylindrical vaults rising from the pilasters in the walls, and the columns in front. A cornice of a bold outline ran all round, serving as impost to the vaults and ornamental doorways, and as capitals to the pilasters. A great portion of the vaults supported by the walls still remain, to show the nature of the construction.

A magnificent view is obtained by mounting the hill immediately S. of the town, crossing the valley watered by the Ain Ayat; and a still finer one by climbing to the top of Djebel Zaghouan, which may easily be done by spending an extra day at this place.

There is a small French garrison at Zaghouan, and a heliographic station has been constructed on the mountain, access to which is obtained by a winding path 5500 metres in length.

The other branch of the aqueduct was and still is supplied from a spring at Ain Djougar, close to the village of Bent Saïda, which occupies the site of the ancient Zucchara Civitas. Like the other, this one also issued from a monumental fountain, now in a very bad state of preservation.

e. EXCURSION TO THE AMPHITHEATRE OF EL-DJEM.

See p. 40. This may also be done by carriage from Tunis in 3 days, sleeping at Hammamet and Susa.

11. VOYAGE ALONG THE COAST FROM TUNIS TO THE ISLAND OF DJERBA.

Steamers of the *Transatlantic* and *Italian* Companies run from Tunis every week, visiting all the principal ports on the coast as far as Tripoli, and thence to Malta.

a. *Susa*. One or two small *Inns* have been established since the occupation; the best is the *Hotel Martin*.

This is the ancient Hadrumentum, capital of the province of Byzacium. It is often mentioned in the Punic and civil wars, and, like many other cities, it was destroyed by the Vandals and restored by Justinian.

After Okba had built the city of Kerouan, he remained at Susa during a considerable period. Subsequently, when the Turks took up the profitable trade of piracy, this became one of their favourite haunts, whence they made predatory excursions to the coasts of Italy.

In 1597 Charles V. sent a naval expedition from Sicily against the place, which refused to submit to his protégé Mulai Hassan. The command was given to the Marquis of Terra Nova, but he was obliged to retire and leave victory in the hands of his enemies. In 1599 another expedition was sent, commanded by Andrea Doria, with better success, but no sooner had he left than it revolted again, and welcomed the celebrated pirate Dragut within its walls.

In all the frequent dissensions between the Arabs and Turks, the importance of Susa as a strategic post was so great that its possession was generally the key to supreme power. The town is situated on a gentle slope rising from the sea, and presents a most picturesque appearance from a vessel in the harbour. It is surrounded by a crenelated wall, strengthened at intervals by square towers and bastions, and crowned by the Kasbah. The view from the terrace is very fine, but the building itself is entirely devoid of interest.

The modern port is simply an open roadstead, very slightly protected by a curve in the coast towards the N., where was the ancient harbour, between the Quarantine Fort and Ras el-Bordj. The accumulation of sand has rendered the water too shallow to permit vessels to make use of it. A great part of the ancient harbour is, in fact, now dry land.

The roadstead has good anchorage in 6 to 8 fms. water, but is dangerous in winter, being entirely exposed from N. to E.

The town has a prosperous appearance, the houses being well built, and as a rule less dilapidated than usual. The population is about 8000, of whom 1000 are Europeans and 2000 Jews. A very considerable part of the trade is in the hands of Maltese, who are here, as everywhere else in North Africa, the most industrious and frugal, and about the best-behaved class of the population.

The principal objects of interest in the town are:—

The *Kasr er-Ribat*, a square building flanked by 7 round bastions, with a high tower built on a square base. It is constructed of large cut-stones, and there is every reason to suppose that it was either a Roman or a Byzantine fortress. It subsequently became a sort of monastery occupied by devotees, and perhaps also a barrack for soldiers. The name is evidently derived from the root *rabata*, to bind, either to religion or to military service.

There is also an extremely curious Byzantine chapel, now turned into a coffee-shop, and called by the Arabs *Kahwat el-Koubba*, or Café of the Dome. It is a small building, square in plan up to about 8 feet from the ground, thence rising cylindrically for about the same distance, the whole surmounted by a curious fluted dome. The cylindrical portion has 4 large and 4 smaller arched niches, with very bold cornices, springing from semi-circular pilasters between them. The walls are, however, so thickly encrusted with whitewash, that the architectural details are considerably obscured. A good view of the exterior of the building is obtained by mounting to the top of the *Morestan*, or public hospital, just opposite.

There is also a curious old building, either of Roman or Byzantine construction, now used as an oil-mill. It consists of a central dome, supported on 4 arches, 3 of which give access to narrow chambers, the entrance being in the fourth; beyond the left-hand chamber, on entering, are 2 parallel vaulted apartments, extending the

whole length of the building. The piers of the arches have originally been ornamented with columns, and the ceiling appears to have been decorated with tiles or mosaics.

There is a very important trade in olive oil from Susa.

[EXCURSION TO EL-DJEM.*]

The journey to El-Djem and back to Susa may be made by carriage in three days, including one whole day at the amphitheatre. A carriage costs about 90 piastres, or 2*l.* 5*s.*

At El-Djem there is a *Fondouk*, where the traveller can obtain shelter and nothing more; it is dirty and full of fleas, and nothing short of the magnificence of the amphitheatre could compensate him for two nights spent here. He must provide himself with bedding and provisions for the time he contemplates remaining absent.

The drive is not particularly interesting, and there is nothing at El-Djem, save its amphitheatre, which may be said to be all that remains to mark the site of the ancient city of *Thysdrus*.

It was here that the pro-consul Gordian first set up the standard of rebellion against Maximin, and was proclaimed Emperor in A.D. 288, in his 80th year.

The solidity of the masonry and the vast size of this building have induced the Arabs at various periods of their history to convert it into a fortress; it has frequently been besieged, and on each occasion, no doubt, to the great destruction of the fabric.

This edifice offers the same exterior divisions as the principal monuments of a similar kind built elsewhere by the Romans, three outside open galleries, or arcades, rising one above another, crowned by a fourth storey with windows. But at El-Djem the architect seems to have tried to surpass, in some respects, the magnificence of existing structures. In the Coliseum at Rome the lower storey is decorated

with a Doric half-engaged order, the second with an Ionic, and the third with a Corinthian. The fourth storey was pierced by windows like this one, but pilasters alone are employed, so that the general aspect is that of three storeys, gradually increasing in magnificence as they rise, crowned by a high attic, which supported the masts destined to receive the ropes of the velum. In many other amphitheatres the Doric order is alone employed. But here, at El-Djem, the orders of the first and third galleries are Corinthian; the middle one is composite; the fourth was probably Corinthian also, if it ever was completed.

The windows of the fourth storey of the Coliseum are square-headed, as was generally the case in monuments of this kind; but at El-Djem the heads of the windows are neither straight nor semicircular, but segmental, and they are built as true arches, with voussoirs. They are placed at every third interpilaster.

Each of the three lower storeys possessed sixty-four columns and arches, and at each extremity was a grand entrance, but the W. one is included in the breach made by Mohammed Bey in 1697, to prevent the building being again used as a fortress. Since then the work of destruction has gone on rapidly, and now fully one-third of the whole perimeter is destroyed.

The interior of the amphitheatre has suffered much more than the exterior, doubtless from the fact that it has so often served as a fortress, and partly from the material having been taken to block up the lower galleries, and to build the modern village.

It is by no means certain that this amphitheatre ever was completed, or whether the attic ever was decorated with pillars, though undoubtedly some of the pedestals of this order were placed in position. Some of the ornamental details also are in an unfinished condition. The keystones of the arches of the lowest order were probably all intended to be sculptured, but they are still in their original rough condition, with the exception of two, one of which bears the head of a

* Murray's Handbook to Algeria and Tunis; Playfair's 'Travels in the Footsteps of Bruce.'

human being, and the other that of a lion.

The outside gallery on the ground floor, where most perfect, has been utilised by the Arabs as store-rooms for their corn and forage; some of the arches are converted into shops, and there is evidence that the upper galleries also have at some time or other been converted into dwellings, holes in the masonry for the reception of joists being visible in every direction.

Several inscriptions have been found here; the most important has been preserved at St. Louis (Carthage), and has been often quoted: the name of the town is twice mentioned in it, once as *Thysdrus*, and again as *Thysdritana Colonia*.

A number of rude Arabic or Cufic inscriptions, accompanied by representations of swords and daggers, have been scratched on the exterior wall above the principal entrance, and one, which is certainly of Berber origin, may date from the era of El-Kahina.

The stone of which the amphitheatre is built was obtained from Salekta on the sea-coast: the *Salleti* of the tables of Peutinger and the *Syllectum* of Procopius, the first resting-place of Belisarius in his march from Caput Vada to Carthage. It is a somewhat fine-grained, marine-shell limestone, with an admixture of siliceous sand full of fossil shells. Such a material is worked with the utmost facility; indeed, it may be cut with an axe, but it is not susceptible of being dressed with the same precision as more compact stone. The consequence is that the masonry is far inferior to the finest specimens of Roman work in Africa. Mortar has been plentifully used between the joints, and the stones are neither as large nor as closely fitted as usual; the average dimensions are—length, 37½ in., and height of courses, 19 in.

Another feature of the construction of this building, never seen in others of the best period of Roman art, is the manner in which the appearance of nearly all the stones has been spoilt by triangular *lewis holes* being cut in their exterior faces, for

the purpose of raising them into position. This gives the masonry a very slovenly appearance.]

Another excursion from Susa is to **Kerouan**,* a city which, next to Mecca and Medina, is the most sacred in the eyes of Western Mohammedans. It was founded by *Sidi Okba* in the 7th centy., and contains, amongst other treasures, the grave of *Aba Zamata el-Beloui*, or *Sidi es-Sahabi*, with whom were buried three hairs of the Prophet's beard. Before the French occupation no traveller could visit this city without a special order from the Bey, and he was not even permitted to linger near the exterior of the Mosques. General Etienne took the city without resistance in October, 1881, and since then its numerous interesting religious edifices have been carefully examined and described.

Kerouan will well repay a visit. It is only 6 hrs. drive from Susa, with which place it is joined by a tramway, of which travellers can avail themselves by permission of the military authorities.

b. The next port at which the steamer stops after leaving Susa is **Monastir**, the *Ruspina* of the Romans. Situated on a promontory about 12 m. S.E. of Susa, with the little islands known as the *Tonnara* a stone's throw off the land. The Arab name is *Misteer*. It is built on the shore, a little S. of the extreme point of the Cape. The fortifications are similar to those of other Tunisian towns, and the Kasbah, with its battlemented walls, and a lofty tower rising in the centre, is placed on the side nearest the sea. The port is small and of no great importance. There is good holding-ground about half a mile from the shore in 7½ fms., but the position is much exposed. In some respects, however, it is better than Susa, being

* Guérin, 'Voyage Archéologique dans la Régence de Tunis,' Paris, 1862; Playfair, 'Footsteps of Bruce,' 1878; Rae, 'Country of the Moors,' 1878. See also several articles in the 'Times' for November, 1881, in 'Blackwood' for July, 1881, and January, 1882, and a forthcoming work, 'The Last Punic War,' by A. M. Broadley, Esq.

sheltered from the N. and N.E. by the promontory.

To the S.E. is an extensive spit of shallow and dry banks, extending 10 m. from the coast, at the extremity of which are the Kuriat islands. Vessels should round the first of these, as the depth of water within them is insufficient for any but the smallest craft. The trade of Monastir is very inconsiderable, consisting chiefly of olive-oil.

c. After leaving Monastir the steamer rounds *Ras Dimas*, the ancient *Thapsus*, celebrated for the decisive victory which Cæsar won under its walls against Scipio and Juba I., and anchors in the afternoon at *Mahadia**—a picturesque but dilapidated town, situated on a narrow promontory extending about a mile to the E. It has anchorage on the N. and S. sides, according to the direction of the wind, but it is entirely exposed to the E. The southern one is that generally used, and vessels can lie there in 8 fms. water. Yachts may lie much closer in.

This is the ancient *Turris Hannibalis*, or country seat of Hannibal, whence he is said to have embarked after his flight from Carthage. The modern city, at one time the seaport of Kerouan, was built in 912 by Obeidulla el-Mahedi, a descendant of Ali, Khalifa of the West. The fortifications were strengthened by Charles V., but that monarch, finding the place untenable, subsequently destroyed them.

At Bordj Arif, about 3 m. to the W., are the ruins of a very interesting Arab building, situated in a pleasant grove of ancient olive-trees.

d. Leaving *Mahadia*, the steamer passes *Salekta*, the *Syllectum* of Procopius, the first stage of the march made by Belisarius from Caput Vada to Carthage.

The landing-place of the Byzantine army was at the modern *Kapoudiah*, or *Ras Khadija*, a low rocky point, 11 m. S.E. of *Ras Salekta*, on which is built a remarkable tower, nearly 150 ft.

high, which still serves as a post for a few soldiers.

e. Here may be said to commence the extensive banks which surround the *Kerkens Islands*. The distance between them and the mainland is about 25 m., but the navigable channel is not more than a mile broad, and is the most dreaded part of the coast. A line of buoys has been laid down by the Rubattino Co. for the convenience of their vessels. Sailing-vessels going to Sfax had better round the islands altogether, giving them a wide berth.

The *Kerkens* were known to the ancients as the *Circinæ Insulæ*. The two principal ones are *Cherka* or *Ramlah* to the E., and *Ghurba* to the W. They are low, and covered with date and olive-trees. Cereals also are cultivated where the ground is not too sandy; but the inhabitants, of whom there are about 3000, live, to a great extent, on the produce of the sea, and by making mats, baskets, etc., from the alpha, which grows in abundance.

f. At the S. of the channel is the town of *Sfax*,* the ancient *Taphrousa*, now the chief place of a district in which there is an important trade in alpha. The upper portion of the city is reserved for the Mohammedans, the lower is occupied by Christians and Jews.

The anchorage is at 2 to 2½ m. from the town, and can be chosen according to the depth of water required. There is a rise and fall of 5 ft. in spring tides, and 3 at neaps, a thing very uncommon in the Mediterranean. A few m. farther to the N. the rise is only 1 ft., while in the Gulf of Gabes, farther S., it is as much as 8 ft.

It is in this region, just below the 34° parallel of latitude, that Captain Roudaire proposes to pierce the Isthmus of Gabes,† which now separates the sea from the region of the Chotts, whereby he hopes to create an inland sea, and introduce fertility, commerce, and life into the Sahara. Unfor-

* Guérin, l. c.

† Roudaire, 'Etudes relatives au projet de Mer Intérieure,' Paris, 1877.

* Guérin, 'Voyage Archéologique.'

unately, the most eminent authorities do not agree as to the possibility of the project, and even the position of the Lake of Triton, which existed within the limits of history, has not been satisfactorily settled. French geographers assert that it covered the region of the Chotts, while Sir Richard Wood, with great plausibility, argues in favour of the bay S. of Djerba, which is still open to navigation by small vessels.

g. From Sfax the steamer crosses the *Gulf of Gabes*, or *Syrtis Minor*, and anchors off *Homt es-Sook*, in the Island of Djerba.* This is none other than the spot made for ever immortal by Homer as the Island of the Lotophagi, it is the *Meninx* of Pliny and the *Brachion* of Seylax.

It is very flat, and though possessing little water is tolerably fertile. It is celebrated for the fine quality of its olive-oil, and now exports a large quantity of alpha. The wild jujube-plant is still the common undershrub of the country, and it was the berries of this, under the name of lotos, which gave its ancient name to the island. Near the anchorage existed, not many years ago, a remarkable tower, composed entirely of human skulls. It was seen and described by Sir Grenville Temple† in 1832. It was 20 ft. in height and 10 broad at the base, tapering upwards to a point, composed entirely of skulls reposing in regular rows, on intervening layers of the bones appertaining to the bodies. It is probable that they belonged to Spanish soldiers who landed here under the Duke d'Alva, in 1560, and were defeated and slain by the Moors. This barbarous monument was destroyed by the Bey at the request of the European Consuls at Tunis, and a column in the French cemetery marks the spot where the bones were reverently interred.

A light vessel, 'The Mafer,' has been placed by the French near the island. It has a *fixed* white light, and

* Guérin, 'Voyage Archéologique.'

† Sir Grenville Temple, 'Excursions in the Mediterranean,' i. p. 156.

can be seen from a distance of about 3 m.

Beyond this point the coast is uninteresting, consisting of sandy downs stretching as far as the eye can reach, an absolute desert, without tree or trace of habitation. The inhabitants have the worst possible reputation, and exercise robbery and brigandage on a large scale.

PROVINCE OF TRIPOLI.*

12. Tripoli. (Pop. 15,000.)

British Consul-General: F. R. Drummond Hay, Esq.

United States Consul: Col. John T. Robison.

There are two small *Hotels*, the *Transatlantique* and the *Minerva*.

Means of Communication.—By steamers of the *Italian Company*, two arrivals a week, one from Malta for Tunis and intermediate ports, and one from Tunis for Malta. By the *Compagnie Transatlantique* a similar service. *Turkish Postal Steamers* about every three weeks from Constantinople, Smyrna, Crete and Bengazi, returning the same route.

Tripoli is a province or *Vilayet* of the Ottoman Empire, governed by a *Vali*, or Governor-General, appointed by the Sultan. It extends along the coast from the island of Djerba to Tobrook, a little beyond the Bay of Bomba, over 800 m., including all the territory between Tunis and Egypt. It extends southwards about 400 m., but its delimitation in this direction is rather indefinite. It may be said to comprise all the territory of *Fezzan*, the town of *Ghadames*, and the oasis of *Ghat*. Along the coast, and to about 70 m. inland, there are fertile tracts, but beyond this limit the country is for the most part a barren desert, interspersed at wide intervals with a few oases. The whole country, with the

* Blaquière, 'Letters from the Mediterranean,' 1813; Tully, 'Ten Years' Residence in Tripoli,' 1816; Lyon, 'Narrative of Travel in Africa,' 1821; Beechey, 'Exploration of North Coast of Africa,' 1828; Playfair, 'Travels in the Footsteps of Bruce,' 1873; Rae, 'The Country of the Moors,' 1878.

exception of the palm and olive-groves near the coast, and a part of the Cyrenaica, is treeless; the line of coast flat and uninteresting, and almost entirely devoid of landmarks for the guidance of mariners. The population of the whole *vilaïet* is from 600,000 to 800,000.

The harbour of Tripoli is formed by a long reef of rocks running out into the sea, in a N.E. direction, and by other reefs at some distance to the eastward of these, all of which make a tolerably good shelter in ordinary weather. In the deepest part, however, there is not more than 5 fms. of water.

At the extremity of a rocky projection to the northwards, forming part of the first-mentioned reef, are two batteries called the New and Spanish Forts, and on an isolated rock is a circular one called the French Fort, better known by its native name of *Bordj Boo Leilah*, or "Fort of One Night," from a tradition that it was built in that space of time. It is now in ruins, and is used as a lazaretto.

The reef of rocks extending from the New or Long Fort in a northerly direction, and forming a natural though imperfect breakwater to the harbour, is partly above and partly under water. Small vessels can enter through these rocks in some places, but those drawing more than 8 ft. have to go round the reef, and pass between two iron buoys marking the channel leading into the harbour. The depth nowhere exceeds 22 ft. As there are sandbanks in the way, vessels cannot tack here; the channel, therefore, is only practicable for sailing-vessels with a fair wind. Vessels drawing more than 18 ft. should anchor outside, to the N. of the Long Fort. During the summer months strong easterly breezes prevail along the coast from midday till sunset, after which they gradually fall and change to S.E. These winds are not accompanied by a high sea, and do not extend farther out than 40 m.

During the latter half of the autumn and winter, W. and N.W. winds pre-

vail, usually accompanied by heavy chopping seas, rendering all the bays and harbours along the coast, including Tripoli, unsafe anchorages. All heavy weather comes from W. and N.W., tending to veer round sometimes to N. and N.E. In winter, ships are not unfrequently driven from their anchors and wrecked in the harbour; yachts should therefore carefully avoid this coast between the months of October and April.

On an angle of the rampart, on the summit of the Kasbah, at the western extremity of the town, is a *revolving* light with a *flash every minute*; it is 115 ft. above the sea, and should be visible at 18 m.

There is very little *Sport* to be had in the district of Tripoli. A few hares and red-legged partridges are to be had in the hills, and sand-grouse and gazelles, and occasionally a few bustards, in the plains and desert.

The town is very picturesque from the sea; it is situated on the W. side of the harbour, facing the E., of a semi-circular shape, surrounded by high walls, strengthened at intervals by bastions, which were once no doubt very strong, but are now crumbling into decay. Above are seen the square, solidly-built houses, interspersed with minarets and domes, all of a brilliant whiteness, which contrast pleasantly with the thick groves of palm-trees behind. Beyond this fringe of vegetation stretches a wide, low, sandy plain, only very partially cultivated. The streets of the town are not narrower and are somewhat cleaner than in most towns in the Levant.

The *Castle*, where the Governor-General resides, is a large, straggling, half-ruined building, at the S.E. angle of the city, close to the water's edge; behind it, just outside the walls of the town, is a little sandy plain called *Sook eth-Thelath*, where a market is held every Tuesday.

The town has four gates—the *Bab el-Bahr*, or sea-gate; the *Bab el-Khandak*, under the castle walls; the *Bab el-Menshih*, within 10 yards of it, and the *Bab el-Djidd*, or new gate, behind the Jewish quarter. The

Europeans live chiefly in the quarter between the harbour gate and the centre of the city.

Tripoli is the ancient *Oea*, founded originally by the Phœnicians, but after the destruction of Carthage it became a Roman province, and, with the neighbouring cities of Leptis and Sabrata, constituted a federal union styled *Lybia Tripolitana*.

It subsequently passed into the hands of the Vandals, from whom it was rescued by Belisarius. The extraordinary progress of Mohammedanism involved it, together with the whole of North Africa, in the general wreck of Christianity. Since when, with few exceptions, it has ever remained under Mohammedan sway.

Little remains to mark the ancient city save the magnificent quadri-frontal arch, of white marble, the finest known to exist; the only others being the arch of Caracalla at Tebessa, and that of Janus Quadri-fronts at Rome. It has a carriage-way in both directions, one crossing the other, and when in its original condition, clear of all obstructions, it must have had a most imposing appearance. The general order of the front is Corinthian, and the whole of the structure, including the soffits of the arches, is covered with the richest sculpture. The only inscription now remaining, and that is partly hidden by a house, records the fact of its erection by the Consul Scipio *Cæfritus*, in the reign of Antoninus Pius, and subsequent dedication to Marcus Aurelius and L. Aurelius Verus, his successors. This magnificent building is situated in the N.E. quarter of the town, about 100 yards from the Marina gate. It is buried up to the spring of the arches in sand and rubbish, its arches are bricked up, and it is now used as a Maltese wine-store!

Bruce has left a most exquisite and elaborate series of drawings of this arch, with all its details, two of which have been given in Colonel Playfair's work.

* Beechey's 'Exploration of North Coast of Africa,' 1828; Ræe's 'Country of the Moors,' 1878.

Amongst the mosques the most interesting is that of Dragut Pasha, A.H. 1013. The body of the celebrated corsair lies under an adjoining *koubba*.

The trade of Tripoli is carried on to a very great extent by means of British vessels, the amount of tonnage under the British flag visiting the port annually being about equal to that of all other nations together.

In good years cereals are exported, but, as the rainfall is very precarious, it frequently happens that there is not a sufficient quantity grown for the use of the place. Baracans—substantial garments which serve the Arabs as mantles by day and coverings by night—are produced in considerable numbers and of excellent quality. Ostrich feathers, ivory and gold-dust are brought by Ghadamsee merchants from the interior, but by far the most important item of export is alpha or esparto grass, which during the past ten years has been in great demand: the collection and preparation of this fibre affords occupation to the major part of the inhabitants, and the profits from it now render them almost independent of the corn crops, the failure of which used to produce so much want and misery.

The value of the imports in 1880 amounted to 302,400*l.*, and the exports to 463,376*l.*

13. FROM TRIPOLI TO BENGAZI.

About 53 m. to the E. of Tripoli is *Lebda*, the ancient *Leptis Magna*. It must always be a matter of surprise why the former was chosen as capital of the district in preference to the latter, which seems to unite in one beautiful spot all the advantages of plenty, convenience and security. The ruins of the city are still of considerable extent, but year by year they are becoming less, owing to the depredations of Maltese and others, who eagerly search for marble columns to be exported for the vilest uses, such as mortars and oil-mills.

Beyond this is Cape Mesurata, the eastern boundary of the cultivated

districts, where they terminate on the margin of the Syrtis.

The town is of some importance; the gardens round produce dates and olives in abundance, and in good seasons cereals also are exported. To the W. are numerous villages and rich tracts of corn land, to the E. a tenantless and desolate waste, without a single object, as far as the eye can range, rising above the level of the sand.

There is no steam communication across the Syrtis Magna, and assuredly no temptation for the ordinary traveller along its desert and inhospitable shores, where there is not a single inhabited town or village, and not more than one tree visible in 400 miles; the country is not entirely uninteresting, but the journey will require little short of a month, including occasional halts. The Bedouins bear the reputation of being tolerably obliging and hospitable.

In former days the sea-passage across this bay was considered as being attended by all sorts of terrors—of course without the slightest foundation; during the greater part of the year the winds are westerly, so that vessels going eastwards will find the voyage easy and pleasant, with plenty of sea room.

14. EXCURSION IN THE CYRENAICA.

On the opposite side is the large promontory of *Barca*, which bears a striking contrast to the countries on either side of it. Instead of a sandy or rocky waste, with a few rare oases, it consists of a succession of wooded hills and smiling prairies, well watered by rain and perennial springs; the climate is healthy, and cool even during the summer months, and the moist sea breezes blowing over it protect the country from the devastating wind of the desert.

This district, first called the *Cyrenaica*, or country of *Cyrene*, comprised the Greek cities of *Barca*, *Teuchira*, *Hesperis*, and *Apollonia*, the port of *Cyrene*. Under the Ptolemies, *Hesperis* became *Berenice*, the modern *Bengazi*; *Teuchira* was called *Arsinoë*, the

modern *Taucra*, and *Barca* was entirely eclipsed by its port, which was raised into a city by the name of *Ptolemais*, the modern *Tolemeta*. The country was at that time called the *Pentapolis*, from the five cities above mentioned.

The capital of this district, *Cyrene*, the most important Hellenic city in Africa, was founded B.C. 631, by a colony from *Thera* (*Santorin*) under *Battus*, a noble of that island, in obedience to a Delphic oracle. The Greek settlers were from the very first on terms of friendship with the native Libyans, and the two races coalesced in a much greater manner than was common in such cases. The dynasty of the *Battiadæ* lasted for the greater part of two centuries. A republic succeeded, and in 321 B.C. the whole country was made subject to Egypt. The last king of the Egyptian dynasty left the country to the Romans by his testament, B.C. 95.

The decline of the country dates from the reign of *Trajan*, when the Jews, large numbers of whom had settled here under the Ptolemies, massacred 220,000 Romans and *Cyrenæans*, and were put down with great difficulty and much slaughter.

These Jews were celebrated both as friends and enemies of the Christian faith; they are frequently mentioned in the Scriptures, and it was one of them who bore the Saviour's cross.

This loss of population rendered the country an easy prey to the Libyan barbarians, whose attacks were aided by the ravages of locusts, plague and earthquakes. In A.D. 616, *Chosroes* the Persian overthrew the remnants of the Greek colonies, and left little to be subsequently destroyed by the Arab invaders. Subsequently a few wretched villages sprung up amongst its cities, whilst the soil relapsed into barrenness.

Cyrene held a distinguished place in the records of Hellenic science. It gave its name to a well-known philosophic sect, it was the birthplace of *Eratosthenes*, the founder of astronomy, of the poet *Callimachus*, and of the rhetorician *Synæsius*, afterwards Bishop of *Ptolemais*.

The district occupied by the Greek colonies was one of the most favoured regions on the earth's surface. In its commercial importance it almost rivalled Carthage, and in the fertility of its soil, Egypt. Its cities were adorned with magnificent edifices, and its fountains and forests became the scene of many interesting mythological events. The most important town in the modern province of Barca is

a. **Bengasi.*** Pop. 10,000.

British Vice-Consul: J. H. Dupuis, Esq.

No Inns of any kind.

Means of Communication.—The *Florio-Rubattino Company's* steamers between Malta and Tripoli sometimes touch here; an English steamer belonging to Messrs. Aguis of Malta make occasional trips, when freights offer, but it is not a comfortable boat. The Turkish steamer from Constantinople to Tripoli also call here at irregular intervals.

The approach by sea is not picturesque. A long stretch of sand is hardly broken here and there by groups of palm-trees. The town itself is not seen till the traveller is close to it; it looks like a collection of mud huts, an impression not much modified by a closer inspection.

Nevertheless its position is good; it is built close to the sea, at the extremity of a rich plain, extending to the foot of the mountains about 14 m. to the S.E.

The harbour appears to have been formerly capable of containing good-sized vessels, but it has been filled up by sand from the desert, and now it cannot be entered by any drawing more than 7 ft. of water, and that only in moderate weather. It is well protected by reefs of rocks, but the entrance is so narrow that a pilot is necessary. The outside anchorage is quite open and unsheltered, so that vessels lying there have to put to sea when it blows hard from lee-ward.

* Beechey, 'Exploration of the North Coast of Africa,' 1828; Hamilton, 'Wanderings in North Africa,' 1856; Smith and Porcher, 'History of Recent Discoveries at Cyrene,' 1864; Playfair, 'Footsteps of Bruce,' 1878.

Near the mill on Cape Sidi Kreibeesh, at the N.E. part of the town is a revolving light with a flash every 30 seconds. It is 72 feet above the sea, and should be seen 15 m.

The town is half-ruined, wretched and filthy, and its trade, which is not very important, consists in cereals, sheep, ostrich feathers, ivory and sponges. It used to be entirely in the hands of the Maltese, now it is being monopolised by the Greeks of Crete.

There are very few antiquities; all that remain of the ancient Berenice being a few blocks of squared stones scattered along the beach, and the foundations of some ancient buildings in the sea.

It was in the neighbourhood of this city that ancient authors placed the river Lethe and the Gardens of the Hesperides. Where the latter may have been it is difficult to perceive, but there are several subterranean caves in the vicinity, full of water and of considerable extent, which may have given rise to the description of Lucan:—

"Here Lethe's streams from secret springs
below
Rise to the light; here heavily and slow,
'The silent, dull, forgetful waters flow.'"

The site which is usually pointed out is about 5 m. from Bengazi, and 1 m. from the *Garden of Osman*, conjectured to have been that of the Hesperides. It is situated in an abrupt ravine, 100 ft. deep, with a dark-looking cavern at the bottom. At the entrance it is low and narrow, but after descending a few yards it suddenly expands to a height of 15 and a width of 40 ft. At the bottom extends a large sheet of water which cannot be explored without a boat, and which probably never has been explored.

EXCURSION IN THE CYRENAICA.

The only inducement for the traveller to visit this coast at all, is to explore the wonderful Greek remains, and the lovely scenery at Cyrene. Very few ever attempt it; yet with a yacht, and

* Rowe's Lucan, b. ix. p. 209.

in the summer months, the expedition is by no means a difficult, and certainly a most enjoyable one. It is not however devoid of danger. The German scientific expedition, led by the celebrated traveller Dr. G. Rohlfs in 1879, was plundered, and the members barely escaped with their lives. Yachting along the coast, however, and visiting the various places of interest, would not be difficult.* Some of the scenery on this coast is exceedingly fine. If the traveller is not content with this, and is determined to travel in the interior, he had better make Bengazi his base of operations, and send on his yacht to wait his arrival at Derna, or he might send on his horses, etc., to Taucra or Ptolemeta and disembark there. The best course, however, will be most surely indicated to him by the British Vice-Consul at Bengazi, who will gladly aid him in procuring the necessary means of transport. He should provide himself beforehand with a tent; the other necessaries, such as bedding, provisions, etc., will probably be found on board.

b. *First and Second days.*—The road from Bengazi to Teuchira and Ptolemeta lies through a very fertile and beautiful country, though a small portion only of it is cultivated; the mountains gradually approach the coast, the width of the plain being 12 miles at Bengazi, but not more than 1 m. at Ptolemeta.

The distance to Teuchira, the modern *Taucra*, is about 38 m. It is close to the sea, and about 3 m. from the foot of the mountains. The only ruin of any interest is the city wall, restored by the Byzantines, which has a circuit of nearly 1½ m. and is

* The author has had the honour to receive from the Archduke Luis Salvador of Austria a magnificent volume containing the narrative of just such a yachting voyage as he here recommends, along the coast of the Cyrenaica, the Syrtes, Tripoli, and Tunis, written and copiously illustrated by that distinguished traveller. This voyage is well worthy of imitation. Unfortunately the narrative of it is inaccessible to the general public, being printed only for private circulation. Its title is *Yacht-Reise in den Syrten*, 1873.

strengthened by twenty-six quadrangular towers.

This could never have been a port, as it affords no protection whatever to vessels.

c. *Third day.*—To Ptolemeta, or Tolmeta, 25 m. or 7½ hrs., over a very fair road, following the line of the shore the whole way.

The position of the town was well chosen. In front was the sea, and on either side a ravine along which are still seen traces of fortification, while the only passes from which it could be approached from the mountains are easily susceptible of defence. In fact, with the sole exception of Lebida, there is no place on the coast between Ptolemeta and Tripoli that can equal it for beauty, convenience and security. The harbour was not a natural one, one side of it only was sheltered by nature, and the remains of the Cothon are still very visible, though much encumbered with sand.

Many interesting ruins still exist, the most conspicuous of which are three Ionic pillars, the remains probably of a colonnade. Bruce has left a beautiful sketch of them, showing a fragment of the entablature, which was thrown down by the Arabs in his presence, in search for lead;* thus, as in the case of the tombs of the Mauritanian and Numidian kings in Algeria, the very means adopted by the ancients for rendering their buildings eternal, have been the cause of their destruction.

The most imposing of the remains is the large tomb to the westward of the city, which is 55 ft. in height, and still in a very perfect condition.

Fourth day.—After leaving Ptolemeta the road leads through a very beautiful and interesting country, over the large and fertile plain of *Merdj* (Arab. a meadow), about 20 miles long and from 6 to 8 miles in breadth, situated on the top of a range of hills S. E. of Ptolemeta, and about 1000 ft. above the level of the sea.

* See figure on outside of Playfair's 'Travels in the Footsteps of Bruce.'

The Turkish Castle, in which it is possible to pass the night, is near the S.W. end of the plain, and is usually occupied by a small detachment of Turkish soldiers.

Fifth day.—At half a day's journey farther on, the road enters the hills, which are well wooded, and a little farther still are some wells in an open cultivated plain, a convenient halting-place for the night.

Sixth day.—The next day's ride passes over a succession of hills, from which beautiful and extensive views are obtained.

The *Seventh day* will take the traveller to the interesting Roman fort called by the Arabs *Karr Bilghadem*.

d. On the *Eighth day* he will be able to reach *Cyrene*, the modern *Grennah*, where he will do well to pitch his tent or take up his residence in one of the rock-tombs near the cool, clear fountain of *Apollo*, the *Ain Shakat* of the Arabs, which no doubt induced the Greek colonists to settle at *Cyrene*.

By far the most interesting remains of the former grandeur of this city are the cemeteries, which consist for the most part of tombs hewn out of the solid rock, many still in a very perfect condition, extending for miles in every direction. In some places the monuments and sarcophagi rise in terraces of 10 and even 12 rows one above the other, and have been richly decorated with painting and sculpture. The ruins of the town itself are in a complete state of dilapidation; there are few remains of private buildings above ground, but still the traveller and antiquary will find abundant occupation for several days' research; while the noble position of the city itself, and the fine views of the land which lies stretched at the foot of the range on which it is built, can hardly be exaggerated.

Many of the ancient roads can be traced for miles from the city; that to *Apollonia*, the sea-port of *Cyrene*, is quite distinct the whole way, a distance of 12 m.

A rich harvest of antiquities was [Mediterranean.]

discovered at *Cyrene* in 1860 and 1861 by Captain R. Murdock Smith, R.E., and Commander E. A. Porcher, R.N. These are now in the British Museum, and the result of their labour is recorded in the sumptuous work quoted at p. 47.

It is not our object to describe these ruins minutely, but rather to indicate to the more adventurous yachtsman a pleasant excursion, out of the beaten paths of travel, in a country as interesting for the beauty of its scenery as for its classic associations and the magnificence of its actual remains. For further particulars he must consult the authorities before mentioned.

The journey from *Cyrene* to *Derna* may be made in two days, spending the night at *Beit Thama*, where is a spring of fresh water, near the remains of an ancient fort. The road is exceedingly steep and difficult even for horses, and the travellers will frequently have to alight and lead them by their bridle. The distance from *Cyrene* is about 50 m., and occupies 18 hrs. actual riding.

e. *Derna* is situated at the north of a large ravine, and is built on a low point of land running out from the foot of a range of barren mountains distant about a mile from the coast. It is on the site of the ancient *Darnis*, but there are no buildings remaining deserving of notice. The houses are better than those of *Benghazi*, and they are surrounded by gardens yielding an abundance of fruit, while a delightful stream of water gushes out from the rock above the town. What is called the port affords some protection for small vessels, with the wind from the N.W. to S.E., but even these cannot remain with a northerly or N.E. wind.

Near the Marabout on *Ras Boahsa*, about $\frac{1}{2}$ m. W. of the anchorage, is a revolving light with a flash every minute, elevated 92 ft. above the sea, and visible 15 m.

There is nothing whatever to interest the traveller between this point and *Alexandria*. This desert and inhospitable country was the ancient *Marmarica*, whose territory extended inland as far as the celebrated Oasis of *Jupiter Ammon*.

SECTION II.

EGYPT, SYRIA.

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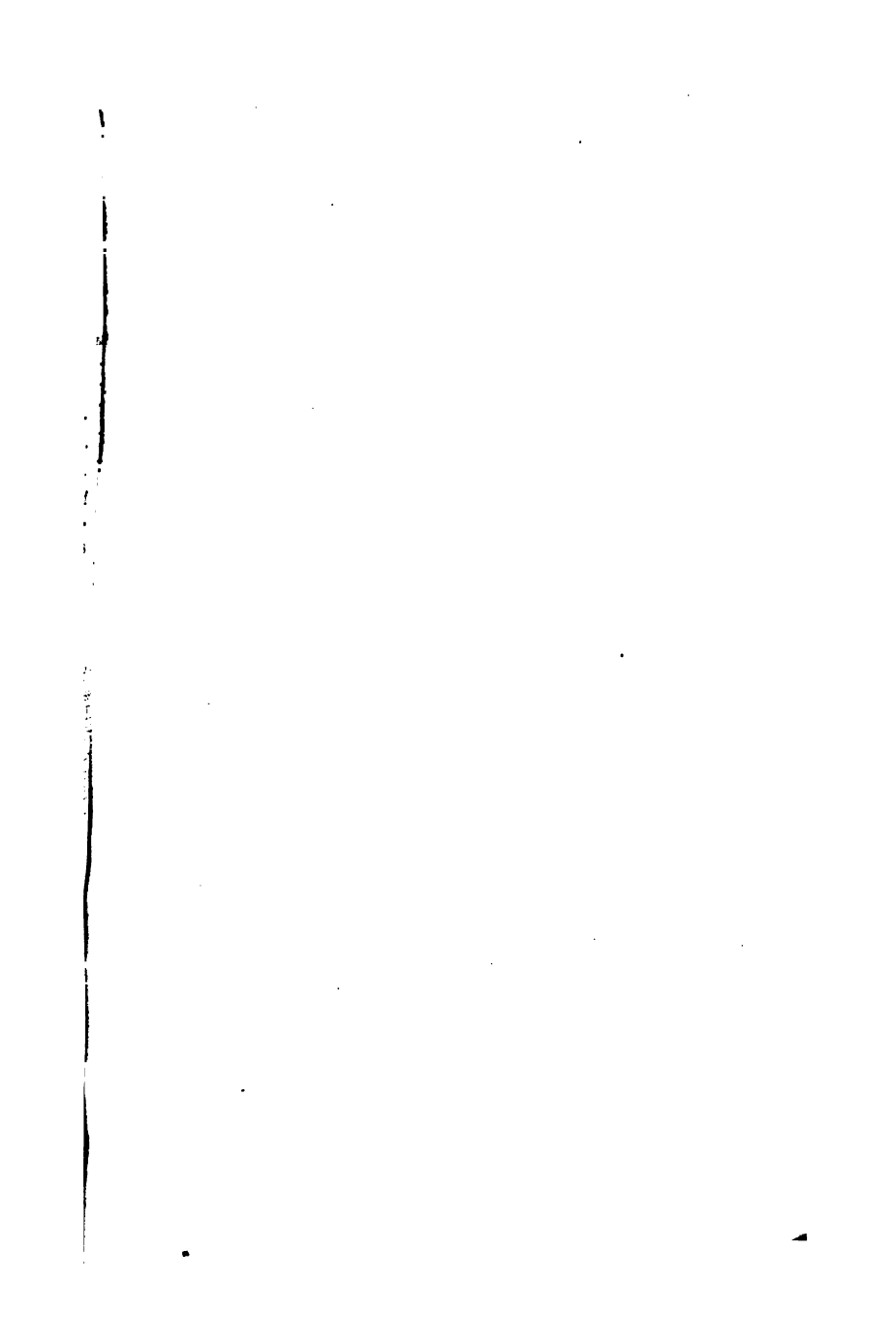
EGYPT.

15. Alexandria. (Pop. 220,000.)*
Inns: *Hôtel de l'Europe*, in the Great Square; *H. Abbat*, in the Place de l'Eglise; *British Hotel*, in the same; *H. des Messageries*, Rue de la Bourse, near the sea.
H. M. Agent and Consul-General: Sir E. B. Malet, C.B.
H. M. Vice-Consul: H. H. Calvert, Esq.
 Charles A. Cookson, Esq., C.B., *Consul, and Judge of the Chief Consular Court for Egypt.*
Agent and Consul-General, U.S.A.: Simon Wolf, Esq. *Vice-Consul U.S.A.:* Baron de Menasse.
Church of England: St. Mark's Church, in the Great Square. *Chaplain,* Rev. E. J. Davis, M.A.
Church of Scotland: St. Andrew's, Rev. J. W. Yule, D.D.
 For the means of communication with Alexandria the traveller will do

well to consult the time-tables of the various companies, some of the vessels of which arrive there every day. The *P. & O. Company* has a weekly line from Trieste; the *Austrian Lloyd's* has a direct one from Venice, a second from Constantinople, touching at the Greek islands, a third from Constantinople, touching at the various ports in Asia Minor and Syria. The *Rubattino Company* has one from Genoa, touching at Leghorn, Naples, Messina, and Catania. The *Messageries Maritimes* has one from Marseilles, touching at Genoa. *Frutissinet and Co's* steamers leave Marseilles for Alexandria via Malta on the 1st and 15th of each month, and *vice versa*. The *Khedivieh Company* has two lines from Constantinople, weekly; and there are several direct lines from Liverpool; those of *Messrs. J. Moss & Co., Burns, McIver & Co., Papayani & Co., and Leyland & Co.* Great facilities for coaling, cost 29 to 37 francs per ton.

Railways.—The station for *passengers* by Egyptian rlys. is now conveniently situated within the walls, at a few minutes' drive from the great

* While this sheet was passing through the press, news was received of the destruction of the city, consequent on the military insurrection of Arabi Pasha, in July 1882.



ALEXANDRIA

FOR
MURRAY'S HAND BOOK.

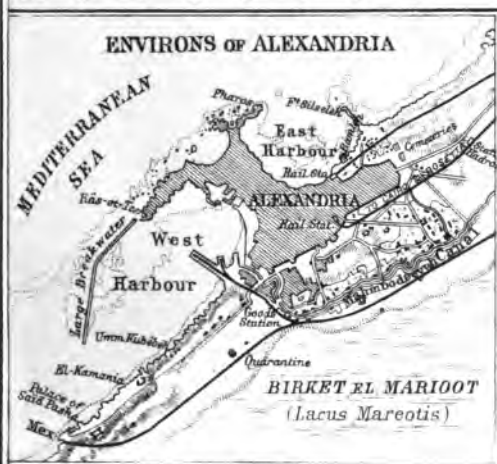


W E S T E R N

E U N O S T U S

H A R B O U R

ENVIRONS OF ALEXANDRIA



Green Light

N O R T H

T H

MOLE 1000 yards long



square. The old station at *Gabary* is now exclusively used for goods traffic, or for passengers proceeding by the *Boulak-Dacrour* line (not often used). There is an Egyptian line to *Rosetta*, running along the coast and having several stations at Ramleh. A line branches off to Aboukir. The trains to *Rosetta* from Alexandria leave in the afternoon and return in the morning, so that it is not possible to see *Rosetta* and return to Alexandria on the same day. An express train runs to *Damietta* from Alexandria corresponding with the Cairo and Alexandria express trains. There is a British railway 5 miles long to Ramleh.

The coast of Egypt is so low that it only begins to be seen at a distance of about 18 m., and it is dangerous to approach it at night. On nearing Alexandria, the first objects perceived are the Ramleh Palace, Pompey's Pillar, the forts on the mounds constructed by the French and the detached forts added by Mohammed Ali, the old and the new lighthouses, the buildings on the *Ras et-teen* (cape of figs), between the two ports, and on approaching closer, the Pasha's harem and palace, and finally the shipping in the harbour and the breakwater.

The Bay of Alexandria was divided into two parts by Alexander's *Heptastadium*, an artificial dyke which connected the island of Pharos with the mainland: the eastern portion formed the ancient harbour, now called the *New Port*, only used by small craft. The western portion, called the *Eunostus* or *Old Port*, forms the modern harbour. As the vessel approaches the shore, the strip of land is seen on the rt., which separates *Lake Marcotis* from the harbour; the palace commenced by Said Pasha, but never finished, and now in a ruinous condition; the *quarries of Mex*, and at the western extremity of the bay, the forts of *Adjmi* and *Marabut*.

The old lighthouse, which occupies the site of the ancient Pharos had long been pronounced insufficient. To replace it Mohammed Ali built the new lighthouse on the point of Eun-

stus, and the late Khedive, Ismail, perfected his grandfather's work by placing in it a 20-second revolving light, visible at a distance of 20 m.

Vessels can only enter the harbour in daylight, and with a pilot, on account of the rock which lies in the middle of the central channel.

The *New Harbour Works* executed by an English company, Messrs. Greenfield and Co., were commenced in 1871, but are not yet completed. They consist of:—

A great exterior breakwater, 2900 metres long, built of blocks of concrete, lined interiorly with rubble masonry from the quarries of Mex. It contains 7000 of the former, each measuring 10 cubic metres, and 109,061 cubic metres of the latter.

The interior works comprise the Great Mole, and its eastern arm, intended both as additional shelter to the harbour and as traffic quays, alongside of which ships of the heaviest draught can lie, also quays along the eastern shore of the harbour, extending from the railway station to the arsenal basin. Some of these are of masonry, others, where the foundation was not good, are of iron, the shore end resting on concrete blocks, the outer on cast-iron columns.

To obtain the necessary depth of water in the inner harbour, 672,000 cubic metres of sand and mud have been dredged.

On arrival, the traveller would do well to consign himself to the care of the commissionaire of the hotel to which he intends going. His luggage will be examined at the Custom-house, but the officials are rarely obdurate in this respect.

Alexandria was founded on the site of a small town called *Racotis*, by the great conqueror whose name it bears, who hoped thereby to unite Europe, Arabia, and India, and make it the emporium of the world. The plan was drawn out by the celebrated architect Dinocrates, the same who rebuilt the famous temple of Ephesus; it is said to have resembled a Macedonian mantle in plan, intersected

by spacious streets; its temples and public buildings occupied one-fourth of the area, as every succeeding king added something to what already existed. Under the Ptolemies and the Cæsars it was a world-renowned city of 500,000 souls, adorned with the arts of Greece and the wealth of Egypt, and its schools of learning far outshone all those of the more ancient cities.

At the commencement of the 3rd century it began to wane, constant revolts, arising sometimes from political, and sometimes from religious causes, gradually brought about its ruin; but it must still have been a wonderful place when taken by Omar, after a siege of 14 months in A.D. 641.

From this date its commerce and importance sank rapidly, and the discovery of the route to India by the Cape of Good Hope completed its ruin. In the early part of this century, Alexandria and its neighbourhood was the scene of the conflict between France and England for supremacy in the East. Soon after Mohammed Ali began to rule, he turned his attention to the restoration of the city, a work in which he has been imitated by every succeeding viceroy. It became the centre of steam communication with India by the Overland Route, and though much of this traffic has been diverted to the Suez Canal, it must ever remain the most commodious and the natural commercial emporium of Egypt.

The principal public buildings stand on the peninsula of Ras et-Teen, the old island of Pharos; the town is built on the Heptastadium, constant accumulation of rubbish having made its present width. It gradually extended to the mainland, where the ancient city stood; and this part, occupied almost entirely by Europeans, contains houses, streets and shops that may bear comparison with many European cities. The Arab quarter, extending from the harbour to the Great Square, is an agglomeration of dirty, narrow and tortuous streets, without a single object of interest, and the bazaars in it are mean and ill-provided.

Hardly a vestige remains of the ancient city of Alexandria; the Pharos, which was esteemed one of the seven wonders of the world, has entirely disappeared, and the old lighthouse occupies its site.

The most striking monument that remains is the so-called

Pompey's Pillar, which stands near the Mohammedan burial-place, on an eminence, probably the highest point of the ancient city. It consists of capital, shaft, base and pedestal, which last reposes on a substruction of smaller blocks, once belonging to older buildings, intended, no doubt, to be under the surface of the ground. The total height of the column is 98 ft. 9 in. The shaft is 73 ft., the circumference 29 ft. 8 in., and the diameter at the top of the pillar 16 ft. 6 in. The shaft, of beautiful red granite or syenite, highly polished, is exceedingly elegant, but the capital and pedestal are of inferior workmanship, and probably of a later period, and were added at the time that the pillar was erected in honour of the Emperor Diocletian. On the summit is a circular depression, intended to receive the base of a statue, and at each of the four sides is a cramp by which it was secured.

The traveller can now only see the site where once stood two of the most interesting monuments of ancient Egypt, **CLEOPATRA'S NEEDLES**, obelisks of red syenite 71 ft. in height and 7 ft. 7 in. in breadth at the base. They were brought from Heliopolis in the reign of Tiberius (17-37), and were set up in front of the Cæsareum, which the Alexandrians had erected in honour of the Emperor. One of them had been prostrate and half-buried in the sand for centuries; it was presented to the British Government by Mohammed Ali Pasha; but it was not till 1877 that, owing to the liberality of two private individuals, Prof. Erasmus Wilson and Mr. John Dixon, C.E., it was actually brought to England.

It was encased in an iron cylinder where it lay, and then rolled into the

sea. After being fitted with a rudder, deck-house, cabin, &c., in the harbour of Alexandria, it started on its voyage in the winter of 1877, in tow of a steamer. Owing to rough weather the "*Cleopatra*," for so this novel ship and its contents had been named, was abandoned by its tug in the Bay of Biscay. It was found, however, after some days, and taken into Ferrol, whence it was safely towed to London in January 1878, and in October of the same year was successfully put up on the Thames Embankment.

Some may be of opinion that it would have been a more noble monument to England had this buried obelisk been re-erected beside its fellow on its native soil; but few will hesitate to stamp as sacrilege the removal of the remaining one from the place where it had so long stood, and its transport to the United States, to the government of which it was presented by Ismail Pasha. It was erected in Central Park at New York on January 22, 1881.

Not the least remarkable of the remains of ancient Alexandria are the cisterns constructed for storing the water brought into the city by the Canopic branch of the Nile; many of them remain perfect to the present day, and are used for the same purpose by the modern inhabitants.

The *Mahmoodeeah Canal*, which connects Alexandria with the Nile, was begun by Mohammed Ali in 1819, and opened on January 20, 1820. The cost is said to have been 300,000*l.*, and 250,000 men were employed a year in digging it, of whom 20,000 perished by accident, hunger, and plague. The right bank for some distance is lined with houses and gardens of the wealthy inhabitants, and is the fashionable afternoon promenade. The gardens of Moharrem Bey and the Villa Pastré are open to the public, and a band plays here on Sundays and Fridays.

The so-called *Baths of Cleopatra* and the *Catacombs* are worthy of a visit: the former are about 5 m. from the city, and are merely excavations, perhaps tombs, at the water's edge; the latter are a little farther on. Their

extent is remarkable, and one of the chambers is exceedingly elegant, having a Doric entablature and mouldings in better taste than is to be found in any other part of Egypt. It is advisable to take candles and a rope.

Close to these are the *Quarries of Mez*, which were originally granted to the Canal administration, but are now worked by the English Company engaged in the harbour works.

The traveller should visit the *Arsenal* and *Palace of Ras et-Teen*, and the site of the ancient Pharos. The second was built by Mohammed Ali, who died in it in 1849.

A pleasant afternoon's excursion may be made to *Ramleh*, either by rail or road. Nearly all the British residents live here, as it is healthier and cooler in summer than Alexandria. There are two very decent Hotels, the *Beau Séjour* and the *Miramar*. Trains leave the station near the obelisk every hour, and return from Ramleh at the half hour. A branch line is in contemplation to serve that part of Ramleh between the present line and the sea; if this be carried out, there will be half-hourly trains from Alexandria as far as Bulkeley station. The train should be left at the second station from Alexandria, for the purpose of visiting the Roman camp, and the site of the battle of Alexandria, where the French were defeated and Abercromby fell. This neighbourhood, once a sandy plain, as its name implies, is now covered with European villas, many of them occupied by English officials.

At about 3 m. from Alexandria the trains stop by signal at one of the Khedive's palaces, built near the tomb of an Arab santon, *Sidi Gaber*: into this sanctuary Sir R. Abercromby was carried when he was wounded at the battle of Alexandria in 1801; he was afterwards taken on board ship, where he died. In the neighbourhood of this tomb there was very hard fighting, and also in that of *Bulkeley Station*, near a well mentioned in Col. Wilson's work on the British Expedition to Egypt. Between Alexandria and Sidi Gaber Stat. may 1

seen the remains of the earthworks erected by the French.

There is very little to detain the traveller more than a day or two at Alexandria. Few who are unconnected with business will call here, save for the purpose of proceeding to Cairo and the Upper Nile. Boats may be obtained on the canal, but the traveller will do better to proceed direct to Cairo by rail, and make his arrangements there.

There is frequent communication between Alexandria and

Alexandria at present every Saturday forenoon; for Jaffa and Beyrout, alternately, Saturday and Sunday; every second boat calls at Cyprus after Beyrout.

Once a fortnight the French *Messageries Maritimes* steamers sail for the coast of Syria (Sunday) and for Alexandria (Saturday).

Every fortnight also a *P. and O.* steamer comes from or goes to Alexandria, to and from Suez, calling at Port Said.

Travellers can go to or from Damietta by native boats on Lake Menzaleh.

From the Mediterranean the first object that strikes the eye is the lighthouse, which, owing to the low level of the coast, appears to rise out of the sea, but as the vessel nears the shore two groups of houses appear: one, the town of Port Said, and the other, the Arab village, which is separated from it by a distance of about 500 yards.

The harbour is formed by two breakwaters, formed of blocks of concrete. The western one is built at right angles to the coast, but curves slightly to the E. near the end; the eastern one, whose base is 1400 metres to the E. of the other, is 1900 metres in length, and curves gradually to the W. The area between these forms an outer harbour, the channel dredged out for the passage of vessels being along the western mole.

A light-vessel is moored off the extremity of the western breakwater, showing a red light, whilst a lighthouse at the end of the eastern jetty exhibits a green one, and on either side of the channel are stationed vessels showing plain lights. Having rounded the light-vessel at the end of the western breakwater, the course into harbour is to steer for a lighthouse built in Lake Menzaleh, at the top of the harbour, showing a plain light at night; and passing between the light-vessels moored on either side of the channel, which is 400 metres broad at the entrance, and 200 metres on reaching the inner harbour, with a depth of 9 metres, being 1 metre or 3 ft. 3 in. more than the depth of the canal.

16. PORT SAID.

Port Said, the entrance to the Suez Canal (Pop. 12,000).

British Consul: J. E. Wallis, Esq.
Vice-Consul: A. Wolff, Esq. *U. S. Consul:* R. Broadbent, Esq.

Inns: *Hôtel des Pays Bas*, a first-class establishment.

Churches.—To suit the religious requirements of its motley population, a Roman Catholic Chapel, a Greek Church, and a Mohammedan Mosque have been erected. There are several schools, and a hospital under the control of the Egyptian Government.

Means of Communication.—Information concerning the arrivals and departures of steamers can be obtained from the agents of the various companies in the town.

A steam launch, carrying the mails and a limited number of passengers, starts for Ismailia, calling at Kantara, where a cup of coffee can be procured, every night at midnight, and the corresponding boat from Ismailia arrives about the same time; also, on alternate days, a steam launch goes to, and comes from, Ismailia, carrying passengers, and touching at all the stations or ports on the way, leaving Port Said and Ismailia about 7.30 A.M. By this boat a passenger can reach Suez the same evening, by taking the train due at Ismailia at 5 P.M. More comfortable boats are about to be established.

The *Austrian Lloyd's Company* run a line of steamers along the coast, calling at the various ports once a week. Opportunities thus occur for

The Port Said Lighthouse, standing near the base of the western mole, measures, with its lantern, 180 feet in height; and contains an electric light visible at 20 miles, and flashing every three seconds.

The tower, as well as the breakwater, is built of concrete, manufactured on the spot, of sand and hydraulic lime; the latter imported from France. It is built in one solid piece.

On the western or African side of the harbour lies the town of Port Said, so named after Saïd Pasha, the Viceroy who ruled Egypt in 1859.

The streets are well laid out, the principal thoroughfares being wide, and planted with trees on either side of the footway, which also is formed of concrete, and is in the centre of the streets; camels, donkeys, &c., passing on the soft sand on either side. The trees are still young, and several years must elapse before they will furnish shade to the passenger.

In the centre of the town is a square arranged as a garden, with masses of geraniums and other flowers surrounding a basin of fresh water in the centre.

With the exception of a few houses built by some of the great shipping firms for the use of their agents, and of the Hôtel des Pays Bas, the houses are of a very primitive description, built of all kinds of material, wood, lath-and-plaster, bricks, &c.; several officers' huts, which did duty at Eupatoria or Balaklava during the Crimean War, appearing amongst the number.

Coal is supplied to passing steamers by several large firms, and vessels replenish their bunkers with great expedition, 100 tons per hour being about the usual rate at which it is put on board by the native labourers. About 320,000 tons of coal are imported annually from Great Britain.

The Canal Company possess a small dockyard, with foundries, steam hammers, diving apparatus, and the usual requirements for the repair of vessels; and there are numerous ship-chandlery stores, where all kinds of provisions may be procured.

There is also an ice-manufactory, turning out good, clear solid ice.

The traveller is able to purchase at the general stores most articles requisite for a voyage, but of course at higher prices than in England.

Several hotels afford accommodation, the principal one being the Hôtel des Pays Bas, one of the best in Egypt; whilst cafés of all descriptions abound, from the music-hall, with its orchestra of Austrian musicians, to the more humble grog-shop, where poor Jack is not unfrequently robbed of his money and brains by his universal enemy the Land Shark.

The harbour of Port Said is capable of holding about 50 large steamers, besides a considerable number of coasting craft, for whose accommodation three creeks or bays have been formed on the African shore.

When the harbour is pretty full of vessels of various nationalities, the town presents a curious and animated appearance: seamen, soldiers, Arabs, pilgrims, Nubians, and even Chinese, may be seen passing through the streets, mixed up with representatives of nearly every European nation.

Sportsmen detained here, awaiting steamers, may pass the time pleasantly during the winter months, when waterfowl of all kinds abound. The number of ducks, geese, pelicans, flamingoes, &c., in the lake, is simply incredible. In September and October flights of quail arrive from the northward, and a good bag may easily be made.

Expeditions by boat may also be made to the ruins of *Thenesus* and *Pelusion*; the latter is about 17 m. distant.

17. THE SUEZ CANAL.

Towards the close of the last century Napoleon Bonaparte, who at that time commanded the French Expeditionary Army in Egypt, caused a survey of the Isthmus of Suez to be made, with a view of joining the waters of the Mediterranean and the Red Seas by means of a canal; but the French evacuated the country before the report of the surveyors—M. Lepère, an eminent engineer, being in charge of the survey—had been made.

Monsieur FERDINAND DE LESSEPS, the founder of the existing *Canal Maritime de Suez*, was employed at one time in the French Consular Service at Alexandria. Being persuaded of the feasibility of uniting the two seas by a navigable channel, he obtained from the Viceroy of Egypt, Said Pasha, in November 1854, an Act of Concession empowering him to construct a canal under specified conditions. In 1855 MM. Mougel Bey and Linant Bey drew up a plan, proposing to excavate it between Pelusium and Suez, passing through Lakes Menzaleh, Ballah and Timsah, and the Bitter Lakes, which trace was in the main adopted; but the Mediterranean entrance was changed to about 17 m. to the W. of Pelusium, where Port Said now stands, as there was a greater depth of water in the sea at that point. A fresh-water canal was also excavated from the Nile near Cairo, to Lake Timsah, with branches to Suez and Port Said.

In 1856 the Concession was modified and renewed. Subscriptions were opened in 1858, the capital to consist of 8,000,000*l.* in 20*l.* shares. The greater part of this sum having been taken up, the Viceroy took the remainder, amounting to 3,500,000*l.* More money was subsequently required, and by 1867 about 17,000,000*l.* had actually been raised. The Viceroy's shares have since been purchased by the British Government.

On the 25th April, 1859, the work was solemnly inaugurated. One of the stipulations of the Act of Concession was to the effect that the Egyptian Government was to supply labourers, who were to be fed and paid at a low rate. They were taken compulsorily in monthly gangs of 20,000. On the accession of Ismail Pasha, he put a stop to this; partly on account of the drain on the population, and partly owing to remonstrances addressed to the Sublime Porte by foreign Powers.

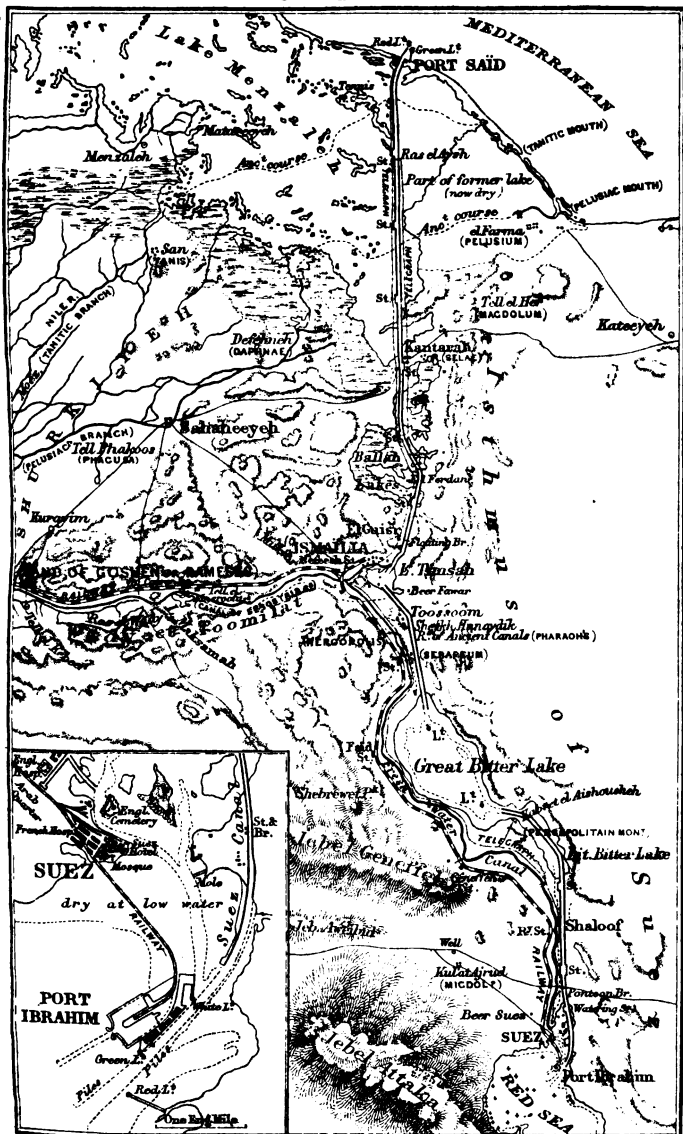
The enterprising originators of the canal were quite equal to the occasion, and the works were continued by substituting the most ingenious machinery for the labour of the *Fellahin*. The

most remarkable of the machines thus improvised was the *Drague à long couloir*, being a steam dredging machine, with a long spout, which carried the matter raised by the buckets clear of the bank when the dredge was in the middle of the canal. Although the passenger now sees the Bitter Lakes, Timsah, &c., imposing sheets of water, he must not imagine that they saved much labour to the excavators, as, with the exception of the centre portion of the great lake, the channel had still to be made. All through Lake Menzaleh the excavation had to be carried on under water, first by hand labour, and subsequently by dredges of various dimensions. In 1869 the waters were let into the Bitter Lakes from both ends, and controlled by means of sluices: Lake Timsah had previously been filled from the Mediterranean; and on the 17th November, 1869, this gigantic operation, the greatest and most useful that the world has ever seen, was duly inaugurated. The benefit from the Suez Canal is to a great extent monopolized by Great Britain; the honour is entirely due to France, and the courageous and persevering engineer who triumphed not only over a thousand physical difficulties, but over the far more serious opposition of the nation which now derives so great advantage from it. A very small part of our national obligation to Sir Ferdinand de Lesseps was acquitted when her Majesty created him a Knight Grand Commander of the Star of India.

As no fresh water was to be found in the whole district, a canal had to be constructed from the Nile, as before mentioned, to Ismailia, whence the water was conveyed to Port Said, and to all the intermediate stations, in iron pipes, and forced along by steam pumps.

Opposite to the entrance of the harbour is the mouth of the canal, which, after following for a few hundred yards a south-westerly direction, forms a curve, and continues in a straight southerly line for many miles through lake Menzaleh, which extends on the rt.-hand side up to the bank of

English Miles



Stanford's Geog. Estab.

London: John Murray, Albemarle St.



the canal; but to the l., since the excavations and embankments have been made, it has nearly entirely dried up.

Thirty years ago the writer visited this lake before the great scheme of Lesseps had been dreamt of; he cannot resist subjoining an extract from his note-book, to show what it was like at that period.

"The salt lake of *Menzaleh*, or, as it is called by the natives, *Birket el-Matarieh*, occupies a large extent of ground to the E. of the *Damietta* branch of the Nile, over which the ancient Mendesian, Tanitic and Pelusiac branches of the river flowed. Notwithstanding its great extent, the lake is exceedingly shallow, for though some parts average as much as 6 ft., others are barely covered with water. The general average depth may be estimated at 4 ft. during the inundation of the Nile, and at other seasons at 2 ft., the deepest parts being those which were probably occupied by the ancient branches of the river. In the channels the water averages from 4 to 6 ft. during the inundations, and they are then perfectly navigable. One channel runs between the *Foum Dibeih* and *Menzaleh*; another, apparently a channel, though not an ancient river-bed, conducts from the *Foum Jemeel* to *Matarieh*.

"The surface of the lake is studded with innumerable islands, some of considerable extent, but all low and swampy, and generally overgrown with salsola and such plants as delight in a salt marshy soil. The most considerable of these islands are *Touna* and *Tennis*: the former, which is to the N.E. of *Matarieh*, is farmed out for the sake of the aquatic birds with which it abounds; the latter, near the *Foum Omm Faradj*, is perfectly barren, and covered with mounds, partly excavated, which conceal the remains of the ancient city of *Thenesus*. None are inhabited, though they form places of temporary resort for bird-catchers and fishermen.

"The lake is considerably influenced by the rise and fall of the Nile. During the inundation the depth is nearly

twice as much as at other times; for, though there is no direct communication between the Nile and the lake, numerous smaller canals, ditches, and the drainage from the fields, are directed into it, to such an extent, that in a circle of nearly 8 m. round *Matarieh* its water is sweet and used for drinking purposes.

"The number of boats on the lake is very considerable. Probably not less than 800 of all sizes, from 10 to 150 *ardebs*. Boats from the sea never enter the lake; small boats, however, if lightly laden, would have no difficulty in doing so. Immense quantities of fish are annually salted here and sent all over Egypt, where they are in great request, far exceeding in size and flavour the Nilotic fish.

"The distance across the narrow neck of land which separates *Damietta* from the lake is about 2 m. by the road, but less than one in a direct line. The road is good, though not fitted for draught.

"There are four mouths or inlets from the sea to the lake. The *Foum Hadawa*, the *Foum Dibeih*, the *Foum Jemeel* (or *Gemeel*, as it is pronounced in Egypt), and the *Foum Omm Faradj*. The most western of these is the *Foum Hadawa*. The breadth is about 40 yds., and depth from 2 to 4 ft.; the ground being here, as at the other mouths, perfectly level and sandy.

"The next is the *Foum Dibeih*, which corresponds with the ancient Mendesian mouth of the Nile. This entrance had been filled up until a few months ago. Abbas Pasha caused it to be cleared out at a cost of 325*l*. The breadth of the canal is 28 yds., but at its junction with the sea the ground was dry during my visit.

"There is a small fort here, the inner tower of which is said to have been built by the French at the close of last century. The outer wall, strengthened at three of its corners by circular batteries, was added by Mohammed Ali. Boats of the largest size can approach to within 6 or 8 yds. of the shore, S. of the fort.

"*Foum Gemeel* is the largest and best of all the mouths, as well as the

shortest. The breadth of the narrow slip of land which here separates the lake from the sea is about 150 yds. The depth of water in the lake varies from $1\frac{1}{2}$ to 3 ft. Foum Omm. Faradj corresponds with the ancient Tanitic mouth of the river. None but the smallest boats can approach it.

"The village of Matarieh, to the E. of the promontory on which that of Menzaleh stands, is the head-quarters of the fishing trade: from it the markets of Damietta and Menzaleh are supplied with fresh fish, and all the lower parts of Egypt with salt. Here also boats are more numerous than at other parts of the lake, not fewer than 100 being generally in harbour. One-half of the village is on the mainland, and the other on an island connected with it by a narrow causeway.

"In the neighbourhood of Menzaleh the lake becomes exceedingly shallow, and not navigable even for small boats. To obviate this inconvenience, a long canal has been cut for a length of 2 m. into the lake; it is 18 to 20 ft. broad, and 3 to $3\frac{1}{2}$ ft. deep."

In the portion of the canal which runs through Lake Menzaleh, the width from bank to bank is 100 metres, and the breadth of the bottom is 22 m., the depth is 8 m. A line of buoys on either side marks the channel for vessels. As the width does not permit two ships to pass, *gares* or sidings have been excavated at intervals, and these are in communication with each other by electric telegraph, the movements of ships being regulated by signals to the pilots. The speed through the canal is limited to 10 kil. per hour (about $5\frac{1}{2}$ naut. m.), and at night vessels are moored till daylight.

The first station beyond Lake Menzaleh is *Kantara*, where the canal intersects the caravan-track between Egypt and Syria; there are only a few huts here and a café where some refreshment may be obtained. From this point the ground becomes higher, but falls again towards the next station, at which point Lake Ballah is reached; after passing which lake the next station, *El-Feidan*, appears, and

beyond commences the higher land which continues to *Lake Timsah*. In this cutting the banks are only 60 metres wide, but the same depth, 8 metres, and width of channel, 22 metres, exists all through the canal.

With a curve the canal now enters Lake Timsah, passing a chalet built by the company for the Viceroy. The town of *Ismailia* now appears on the rt., or western, side of the lake; and as abundance of fresh water is obtainable from the canal from Cairo, the desert here is beginning to assume quite a verdant appearance,—a great relief to the eye after the long stretch of low land and water through which the traveller has passed. *Ismailia* has been built with great taste; trees have been planted in the squares and along the boulevards. The Khedive has a palace here, which he never occupies; M. de Lesseps has a pretty Swiss cottage near the landing-place, and several of the Canal Company's chief officials live in the town, which has a population of 3000. There is communication by the fresh-water canal with Cairo, and the chief cotton marts of Zagazig, Mansoura, &c. In fact, with the maritime canal from *Ismailia* to the Red Sea, and this one to Cairo, we have almost a reproduction of Pharaoh-Necho's celebrated canal of antiquity. The waterworks supplying the stations between this and Port Said are worthy of a visit, and are surrounded by beautiful gardens.

Trains from and to Oairo, Alexandria and Suez pass here. There are several hotels where a day or two may be spent in tolerable comfort, and there is fairly good shooting in the neighbourhood.

Passing through Lake Timsah, about 5 m. long, the canal passes in a southerly direction by *Serapeum* (so called from remains having been found of a temple of Serapis), and about this point it is by some writers supposed that the ancient city of Heropolis existed) to the *Great Bitter Lake*, where there is a siding, kilo. 95.

The Great Bitter Lake is traversed in its length, about 15 m., by the

canal, the channel being dredged at each end until deep water is reached. At each entrance of the channel, north and south, a lighthouse is placed.

Between this and the smaller of the Bitter Lakes is the *Gare de Rabiet*, then the small lake is passed, and the *Seuil de Chalouf*, which with the plain of Suez separates the lakes from the shore of the Red Sea. In this part of the canal there are three sidings. The view is desert and monotonous in every direction. At its entrance to the Red Sea a breakwater, about half a mile long, running out from the eastern

shore, protects the entrance of the canal from the southerly winds and the effects of the tide.

The site of the passage of the Israelites through the Red Sea is supposed to have been near the Lesser Bitter Lake or some distance N. of Suez, where an arm of the sea stretched in this direction.

The navigation of the Suez Canal is yearly rendered more easy by the construction of additional sidings.

The following is a statement of the British and foreign traffic through the canal from 1876 to 1879:—

YEAR.	No. of Vessels, British.	Net Tonnage, British.	No. of Vessels, Foreign.	Net Tonnage, Foreign.	Total Number of Vessels.	Total Net Tonnage.
1876	1092	1,578,233	369	517,637	1461	2,095,870
1877	1291	1,761,687	360	489,869	1651	2,251,556
1878	1227	1,726,946	323	451,370	1550	2,178,316
1879	1144	1,610,128	333	465,344	1477	2,075,472

At SUEZ the Egyptian Government possesses a dry dock capable of taking large steamers. The town, which lies some 3 m. from the Suez Canal anchorage, contains but little to interest the traveller. The railway station is situated close to the quay. A few tolerable shops are to be found, and an English hotel near the station affords good accommodation.

In the neighbourhood the Wells or Fountains of Moses can be visited, the trip occupying some 6 or 8 hours.

We now return to Port Said, and continue our voyage northward along the coast of Syria.

Inns: Howard's, formerly *H. of the 12 Tribes*; *Jerusalem Hotel*, in the country.

Means of Communication.—Austrian Lloyd's steamers once a week. French Messageries steamers once a week. Russian steamers once a week.

Although the port of Jerusalem, Jaffa has no harbour, and it is only under favourable circumstances that a vessel can lie a mile or two from the shore. Ledges of rock shoot out into the sea, affording tolerable shelter for small boats, but the passage between them is narrow and difficult.

The town is built on a low rounded hill, dipping on the W. into the Mediterranean, and having the plain of Sharon on the E. The houses are crowded together without much regard to convenience or appearance, and the streets are crooked and dirty. A new suburb is springing up to the N., outside the walls, amongst pleasant gardens and orchards.

SYRIA.

18. JAFFA.

Jaffa,* Ar. *Yaffa*, the ancient Joppa. (Pop. 16,000.)

Agent for *H. M. Consul at Jerusalem*: H. Amzalak.

* Murray's Handbook to Syria, Palestine, &c.

Joppa is one of the oldest towns in the world; Strabo makes it the scene of Andromeda's exposure to the sea monster. Here was conveyed the timber from Lebanon for the construction both of the first and second Temples.

It was the scene of many events recorded in the New Testament, and it occupied a no less important place in the civil history of Palestine. It was captured by the Crusaders under Godfrey, and its fortifications were rebuilt by Richard of England after having been destroyed by Saladin. During the last century it was thrice sacked; the last time by Napoleon in 1799, and the massacre of its garrison after capitulation has left an indelible stain on his name.

The traditional house of Simon the Tanner is shown at the S.W. angle of the town, overlooking the sea; one of the rooms is converted into a mosque, and on a portion of its roof a little lighthouse now stands. Around it are still some tanneries.

[*Excursion to Jerusalem.*—Although the chief sea-port in Palestine, the principal interest which Jaffa possesses to the traveller is as a starting-point for a pilgrimage to the Holy City. The journey may be done by carriage or on horseback. The most usual road is by *Ramleh* and *Kiryet el-Eneb* (*Kirjath-Jearim*) and occupies 10 hrs. The carriage-road is very rough, the vehicles in use are open carts on strong springs, with seats for the passengers. A good inn has recently been opened at *Latroun*, half-way between Jaffa and Jerusalem.

19. JERUSALEM.*

British Consul: Noel Temple Moore, Esq.

Inns: *Mediterranean Hotel*, near the Jaffa Gate; *Damascus Hotel*, near

* Consult Murray's Handbook for Syria and Palestine; Williams' 'Holy City'; Fergusson's 'Essay on the Ancient Topography of Jerusalem'; 'The Recovery of Jerusalem,' by Wilson and Warren; 'The Temple or the Tomb,' by Col. Warren.

the Damascus Gate; *Hotel Feil*, near the Jaffa Gate.

Population.—The population of Jerusalem has been variously estimated; the following table as close an approximation as is made.

Sects.	N.
Mohammedans	1
Jews	1
Greeks	1
Latins	1
Other Sects	1
Total	24

Church of England.—In 1841 an agreement was entered into by English and Prussian Government to establish a bishopric of the Anglican Church at Jerusalem with a diocese embracing Mesopotamia, Chaldaea, Syria, Palestine, Egypt and Abyssinia. It was stipulated that the bishop should be nominated alternately by the crowns of England and Prussia—the Archbishop of Canterbury having the right of *veto* with respect to the nominated by the latter; that no should be taken not to interfere with the members of other churches presented at Jerusalem, and more especially with the "Orthodox Church of the East;" and further that all German (Lutheran) congregations should be under the care of German clergymen ordained by the bishop, and subject to his jurisdiction. To provide an endowment, the king of Prussia gave the large sum of 15,000*l.*, the annual interest of which, amounting to 600*l.* with 600*l.* more raised in England constitutes the bishop's income. Accordingly, in the autumn of 1841 Michael Solomon Alexander, a Jewish proselyte, was consecrated first bishop of the United Church of England and Ireland in Jerusalem. He died in 1845, and was succeeded by the Rt. Rev. Samuel Gobat, formerly missionary in Abyssinia. He died in the spring of 1879, and was succeeded by the Rev. Dr. Barclay, who died in October 1881.

In 1842 the foundation-stone of the

~~Church was built by Alex. I. Damascus Gate and terminates a little~~

reduced from the Ordnance Survey

Scale of Feet

500

1000

2000

Edw. A. Waller.

new church was laid by Bishop Alexander. The work continued to advance till January 1843, when the Turkish authorities interfered, insisting that if a church were erected it must be attached to and dependent on a consulate. Such were the degrading conditions imposed by the Sultan upon England, though only two years previously he had been indebted to English arms for the whole of Syria.

Jerusalem is called by the Arabs *El-Kuds* (the holy), or *Beit el-Mukdis* (the holy house). It stands on the summit of a mountain ridge between two valleys, in one of which flows the *Kidron*, the other is the valley of *Hinnom*. The ridge itself is divided into two portions by another valley, the *Tyropæan*; the western portion is the larger and loftier, and is the *Mount Zion* of Scripture; that on the E. is *Moriah*. Beyond, on the E. is the triple-topped Mount of Olives, its terraced sides rising steeply from the Valley of Jehoshaphat. On the S. is the so-called Hill of Evil Counsel, overhanging *Hinnom*.

Jerusalem is surrounded by the old and picturesque walls built by Sultan Suleiman in 1542, from the ruins of those of the middle ages. The form of the city is irregular, but four sides can be made out, facing the cardinal points. There are 5 gates, two on the S. and one near the centre of each other side. They are as follows:—
1. *Bab el-Khalil* or "Hebron Gate," called by Europeans the "Jaffa Gate."
2. *Bab el-Amud*, "Gate of the Column" or "Damascus Gate."
3. *Bab el-Asbat* "Gate of the Tribes," called by the Christians *Bab Sitti Mariam*, "Gate of my Lady Mary" or of "St. Stephen."
4. *Bab el-Mugharibeh*, "Gate of the West Africans," sometimes called the "Dung Gate," and 5. *Bab en-Nebi Daoud*, "Gate of the Prophet David," or "Zion Gate." There are two more walled up, one of which, in the eastern wall of the Haram, is the well-known "Golden Gate."

The streets are narrow and ill-paved: one leads from the Jaffa Gate to the principal entrance of the Haram; another traverses the city from the

Damascus Gate and terminates a little to the E. of the Zion Gate. These divide the city into four quarters. The N.E. is the Mohammedan quarter, the N.W. that of the Christians, the S.W. the Armenian, and the S.E. the Jewish.

The *Haram* constitutes a quarter in itself almost equal to one-fourth of the city, and beautiful as it is spacious, alike the pride and ornament of the city, worthy of its name *El-Haram esh-Sherif*, "The Noble Sanctuary."

Climate.—The climate is on the whole good, but it might be much improved by a proper attention to cleanliness. Filth of all kinds is thrown out and left to decay, there is little or no sewerage, and the numerous cisterns for catching rain-water are allowed to become stagnant and foul.

The rains begin about the end of October. Snow often falls in January and February; and sometimes late in the month of March. Ice occasionally appears on the surface of the pools. The rains usually cease in April, though showers sometimes fall in May. The sirocco wind, which blows at intervals in spring and early summer, is the most oppressive.

It is perfectly impossible, within the scope of a work like the present, to enter into the early history or even the topography of Jerusalem; we shall limit ourselves to a brief description of the principal objects of interest in the city, leaving the traveller who desires to study the place in greater detail to consult the literature before quoted.

The Citadel.—A very prominent object in approaching the city from the W. The tower at the N.E. angle, that of David, is identical with "The Phasaelus," not with "The Tower of Hippicus," which latter was much smaller; it is an important point to steer from in identifying the ancient topography of the city.

The Haram esh-Sherif.—First amongst the buildings of Jerusalem was the Temple, which covered part

of the ground now occupied by the Haram. This is an artificial platform, supported by massive walls, built up from the declivities of the hill on three sides; varying in altitude according to the nature of the ground, but greatest towards the S. The area within the enclosure is nearly level, and shows on the N. side of the mosque, and especially at the N.W. corner, sections of the natural rock, cut away and levelled by art. Nearly in the centre of the enclosure is a flagged platform, about 15 ft. above the general level, and ascended by several flights of stairs. It is 550 ft. long from N. to S., and 450 wide. In the middle of it stands the octagonal mosque called *Kubbet es-Sakhrah*, beneath whose dome is an irregular projecting crown of natural rock, 5 ft. high and 60 ft. across.

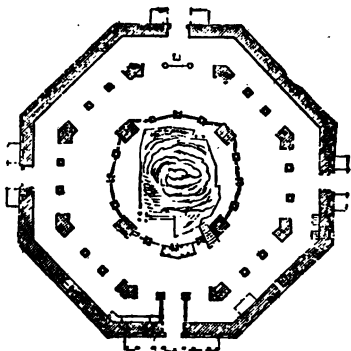
The Haram is oblong, its eastern side measuring 1530 ft., and its southern 922; the W. and N. sides are somewhat longer than their opposites.

The *Fortress of Antonia*, which was the fortress of the Temple as the Temple was that of the city, occupied the whole northern section of the Haram. The projecting rock at the N.W. angle is the site of the "Tower of the Corner" or Citadel of Antonia.

The *Kubbet es-Sakhrah*, or "Dome of the Rock," crowning the summit of Moriah and the most prominent object in the landscape from every point of view. The common story of its origin is that the Caliph Omar, after taking the city, inquired where the Jewish Temple stood. He was conducted to the rock *Es-Sakhrah* by the patriarch, and over this he built the mosque which sometimes goes by his name. And historians say that the Caliph Abd-el-Melek rebuilt it after a design of his own.

We confine ourselves to giving Fergusson's graphic description of it,* without entering into details of measurement or construction, or discussing the question of its early history. The whole controversy be-

tween Mr. Fergusson and his opponents is given in ample detail by Col. Warren



KUBBET ES SAKHRAH.

in his latest work, 'The Temple or the Tomb.'

"The typical example of the latter class (circular churches with wooden roofs) is the church which Constantine erected over what he believed to be the Holy Sepulchre of Christ at Jerusalem. This building is now known to the Moslem world as the *Dome of the Rock*, by Western Christians it is called the *Mosque of Omar*. In reality it is a nearly unaltered Christian building of the 4th century. As such its interest to the Christian, in marking what to him is one of the most sacred spots in the whole world is, or ought to be, immense. It is equally important to the archaeologist as being the earliest important ch. of its class erected wholly for Christian purposes, while it is even of more value to the architect from being one of the most beautiful buildings in the whole world. In dimensions it is surpassed by many, being an octagon of only 160 feet in diameter, but in richness of materials there are few that can be compared with it. Its pillars are of marble of the most precious kinds, and either belonged to the temple of Herod or to that erected by Hadrian in honour of Jupiter, on the same spot. Its mosaics are complete

though very much altered in design by its present possessors, who have added painted glass in the windows, of patterns more beautiful and colours more exquisite than any to be found in our northern Cathedrals. The design of this church is also singularly appropriate to the purposes for which it was erected. The Emperor's orders were, 'that a House of Prayer should be erected round the Saviour's tomb on a scale of rich and lavish magnificence, which may surpass all other in beauty, and the details of the building be such that the finest structure in any city of my empire may be excelled by this.' No orders were ever more literally or more successfully obeyed. The details still retain much of the classical purity and elegance, but combined with something of mediæval variety and richness; and the effect produced by the whole is quite unrivalled by any other known building of its class.

This building, called by William of Tyre *Templum Domini*, was assigned by Baldwin II. to a new military order, who took the name of Knights Templars. These, in building their round churches in the West, did not seek to imitate the Holy Sepulchre, but their own house, the Dome of the Rock, the representation of which was on the seal of the order.

The rock stands 4 ft. 9½ in. above the marble pavement at its highest point, and one foot at its lowest; it bears the marks of hard treatment and rough chiselling. On the western side it is cut down in 3 steps, and on the northern side in an irregular shape. At the S.W. corner is shown the "footprint of Mohammed," where the Prophet's foot last touched the earth, and near it the "hand-print of Gabriel," where the angel seized the rock as it was rising with the Prophet!

The Mosque of El-Aksa.—This mosque stands near the S.W. corner of the Haram. It has been universally regarded by Oriental Christians and Frank Catholics as a ch. of the Virgin. The original structure has been, no

doubt, much modified by Mohammedan architects; but its form of a basilica, its cruciform plan, and the existence of certain ancient remains, prove that it was preceded by a Christian church whose ruins served as the kernel of the mosque.

It was rebuilt by the third Caliph of the house of Abbas. On the capture of the city by the Crusaders it again became a Christian temple, and a part of it was occupied by the Kings of Jerusalem. It was the *Templum Salamonis* of William of Tyre. It was subsequently remodelled by Saladin.

In the interior four styles of capitals are noticed; those on the thick stunted columns forming the centre aisle, which are heavy and of bad design; those of the columns under the dome, which are of the Corinthian order, and similar to those in the "Dome of the Rock;" those on the pillars forming the western boundary of the women's mosque, which are of the same character as the heavy basket-shaped capitals seen in the Chapel of Helena; and those of the columns to the E. and W. of the dome, which are of basket-shape, but smaller and better proportioned than the others.

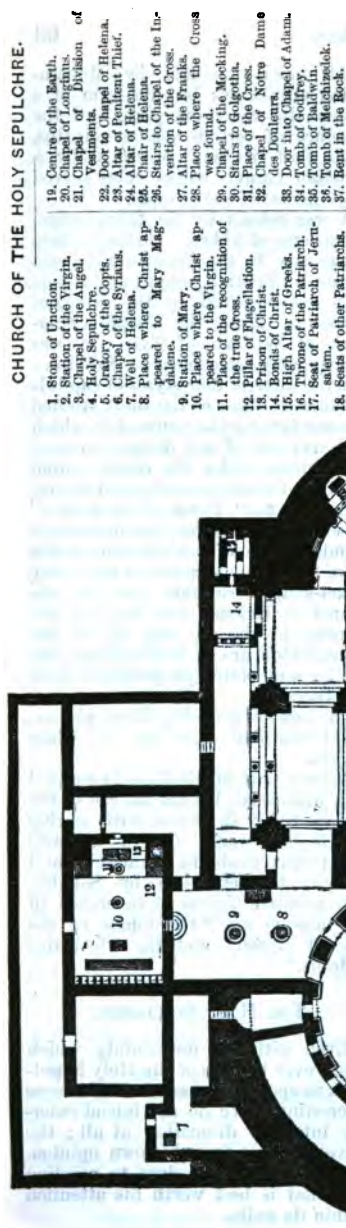
The last are probably all of plaster, the Corinthian ones are of white marble.

A great part of El-Aksa is covered with whitewash, but the interior of the dome is richly decorated with marble and mosaic work. *On* a magnificent pulpit made at Damascus and brought to Jerusalem by Saladin. The peculiar objects of reverence in the mosque are "the tombs of the sons of Aaron" and the "footprint of Jesus."

THE HOLY SEPULCHRE.

Even with the uncertainty which hangs over the site of the Holy Sepulchre, no spot in Jerusalem can be more interesting. We do not intend entering into the discussion at all; the traveller must form his own opinion. We shall limit ourselves to pointing out what is best worth his attention within its walls.

CHURCH OF THE HOLY SEPULCHRE.



1. Stone of Unction.
2. Station of the Virgin.
3. Chapel of Longfence.
4. Holy Sepulchre.
5. Oratory of the Angels.
6. Oratory of the Copts.
7. Chapel of the Syrians.
8. Well of Helena.
9. Place where Christ appeared to Mary Magdalene.
10. Station of Mary.
11. Place where Christ appeared to the Virgin.
12. Place of the recognition of the true Cross.
13. Pillar of Flagellation.
14. Prison of Christ.
15. Bonds of Christ.
16. High Altar of Greeks.
17. Throne of the Patriarch.
18. Seat of Patriarch of Jerusalem.
19. Centre of the Earth.
20. Chapel of Longfence.
21. Chapel of the Division of Veilments.
22. Door to Chapel of Helena.
23. Altar of Penitent Thief.
24. Altar of Helena.
25. Chair of Helena.
26. Stairs to Chapel of the Invention of the Cross.
27. Altar of the Frank.
28. Place where the Cross was found.
29. Chapel of the Mocking.
30. Stairs to Golgotha.
31. Place of the Cross.
32. Chapel of Notre Dame des Douleurs.
33. Door into Chapel of Adam.
34. Tomb of Godfrey.
35. Tomb of Saviour.
36. Tomb of Melchisedek.
37. Boat in the Rock.

The original church containing the "Sacred Cave" was built by Constantine in 326, and dedicated in 335. It was destroyed by the Persians in 614, and rebuilt about 16 years afterwards.

It was again destroyed by the Caliph Hakim in 1010, and rebuilt in 1048. During the rule of the Crusaders all was remodelled and new shrines added; the present façade was built with the chapel over Golgotha. The buildings remained in the state in which the Crusaders left them till 1808, when they were partly destroyed by fire. It was not without long negotiation that permission was obtained from the Porte for their re-edification; at last the work was completed and the new church consecrated in 1810. It is entered from a paved court of which the façade occupies the northern side.

"The church being so much encumbered with other buildings, the only part of the exterior which makes any pretension to architectural magnificence is the southern double portal. This is a rich and elegant example of the style of ornamentation prevalent in Sicily and southern Italy in the 12th century, but its most elaborate decoration is supplied by two rich cornices of classical date, built in unsymmetrically as string-courses amongst details belonging to the Crusades. These undoubtedly belong to the times of Constantine, and are probably fragments of his basilica."*

The Interior.—The entrance-door is in the end of the S. transept; but from the peculiar arrangement of the chapels of Golgotha on the rt., and the filling up of the arch admitting to the nave in front, it has the appearance of a vestibule. In front of the door is a marble slab surrounded by a low railing, with several lamps suspended over it. This is the Stone of Unction (1 on the Plan), upon which the Lord's body was laid for anointing. The *real* stone lies below the marble, which has been placed here to protect the relic from the hands of pilgrims.

* Fergusson's 'Hist. of Arch.'

Turning to the l. and advancing a few paces, we observe in the passage a circular stone with a railing over it (2); it marks the spot on which the Virgin stood when the body of Jesus was anointed.

We now enter the *Rotunda*, 67 ft. in diameter, encircled by 18 piers, supporting a clerestory and dome. A vaulted aisle runs round the western half; it is divided into compartments, and portioned among the various sects. Over it are two ranges of galleries.

In the centre stands the HOLY SEPULCHRE, covered by a building 26 ft. long by 18 broad, pentagonal at the W. end. It is cased in yellow and white stone, ornamented with slender semi-columns and pilasters, and surmounted by a dome resembling a crown. The entrance is on the E., where a low door opens from a small area into the first apartment (3), called the Chapel of the Angel—for here, it is said, the angel sat on the stone that had been rolled away from the door of the Sepulchre. In the middle of the floor, on a pedestal, is the stone itself. Some affirm, however, that the *real* stone was stolen by the Armenians, and is now in the chapel of the Palace of Caiaphas, outside the Zion Gate. At the western extremity of this antechamber is a door, through which a strong light is shed. Stooping low, we enter, and stand within the *Sepulchre* (4). It is a quadrangular vault, about 6 ft. by 7, with a domed roof supported on short marble pillars. The sepulchral couch occupies the whole of the rt. side; it is raised 2 ft. above the floor, and is covered with a slab of white marble, cracked through the centre, and much worn by the lips of pilgrims. The slab serves as an altar, and is garnished with a profusion of ornaments and a bas-relief of the Resurrection. Over it lamps of gold and silver burn, shedding a brilliant light. The vault is said to be hewn in the rock; but no rock is now seen; the floor, tomb, walls—all are marble; while the upper part is so blackened by the smoke of lamps and incense that it is impossible to see what it is composed of.

The Rotunda and its Adjuncts.—Behind the Sepulchre, clinging to its wall, is the humble oratory of the Copts (5). Proceeding to the western side of the Rotunda, we enter a little chapel of the Syrians, extending into a semicircular apse, from which a low door opens into a rock-hewn grotto. Getting candles, we enter, and observe on the opposite side two loculi. In the floor are two other grave-like pits, about 3 ft. long. These—some say those in the floor, others those in the wall—are the tombs of Joseph of Arimathea and Nicodemus. Considerable importance has of late been attached to them, as tending to prove that there were ancient tombs at this place, and that therefore it must have been without the city.

Returning to the Rotunda and crossing to its northern side, we observe a passage leading through a section of the aisle to the northern apse, and through this to a courtyard, in which is a large subterranean cistern called the Well of Helena (7).

Returning again to the Rotunda, and turning round a pier to the l., we enter the Frank section of the building. There is here an open space forming a vestibule to the chapel. In advancing we pass first a round marble stone set into the pavement (8), where Christ appeared to Mary Magdalene. A few feet farther, another stone, like a star, shows the spot where Mary stood (9). On the northern side of the vestibule we ascend a few steps, and enter

The Chapel of the Apparition, so called because here, tradition affirms, our Lord appeared to His mother after the Resurrection. Near the centre of the floor the spot is shown where our Lord stood (10); and between this and the altar is a marble slab marking the place where the crosses were laid after their discovery by Helena (11). On the S. side of the altar is a niche, now covered over (12), containing a fragment of a porphyry column, called the column of the Flagellation, being a piece of that to which the Saviour was bound when

scourged by order of Pilate. A round hole is left in the covering, through which a long stick is thrust by the pilgrim till it touches the column, and then drawn out and kissed.

In this chapel is still performed the interesting ceremony of investing such as are deemed worthy with the order of St. John of Jerusalem. Although this no longer confers the same high social distinction it once did, its associations are among the most heroic of any order in Christendom. It required that the aspirant be of the Catholic faith and of noble birth. Kneeling before the superior of the Latin convent, he answers the various questions proposed, joins in the prayer of consecration, and is girt with the sword and spurs of the heroic Godfrey;—relics that cannot be handled even now without some glow of feeling; these are still preserved in the sacristy adjoining the church. There can be little doubt that they are genuine.

Returning to the vestibule, we enter a corridor on the l. running eastward, parallel to the aisle of the Greek ch. At the eastern end, two steps down, is a low dark chamber, 19 ft. by 17, partly hewn in the rock. The vaulted roof rests on rude piers, and at the E. end is an altar with a dim lamp. This is styled by a tradition as old as the 12th cent. the "prison of our Lord" (13). It looks like an old reservoir. On the rt. side of the door, without, is an altar, beneath which is a stone with two holes in it (14), dignified by the title of the "Bonds of Christ."

The Greek Church.—Crossing the northern aisle from the prison, we enter the Greek ch. by a side door. It is the nave of the great building, but is now divided from the aisles by high wooden partitions, carved and gilt. This nave is curiously arranged. On the W. it opens by a pointed arch into the Rotunda, directly facing the entrance to the Holy Sepulchre. Within this arch is the central lantern, supported by 4 piers about 40 ft. apart, and 52 high. At the eastern end the nave terminates in a semi-

circle of piers, outside which the aisle runs uninterruptedly. The length of the nave is 98 ft. and the breadth 40. The style was originally Romanesque, corresponding to the southern façade; but having been much injured by the fire in 1808, it was reconstructed more in accordance with Greek taste. The arches and piers of the lantern still preserve their former character, and will be regarded with interest as memorials of the Crusades. To understand the singular form and arrangements of this ch., it must be remembered that when built by the Crusaders it was intended for a choir only, and adapted to the Latin service. A convent of Augustinian canons was placed in possession; but when the Crusaders were expelled, the Greeks got possession and have since retained it. Accordingly it is now fitted in their manner with a huge wooden screen cutting off the semicircular apse and half the presbytery. The high altar (15) stands in the centre of the apse, with the patriarch's throne (16) behind it. The choral seats still remain on each side, between the piers. Beside the S.E. pier of the lantern is placed the seat of the patriarch of Jerusalem (17); and at the opposite one are chairs for such of the other patriarchs as may be present (18). Beneath the centre of the lantern is a circle of marble pavement, on which stands a short marble column (19), said by a tradition as old as the 8th cent. to mark the centre of the earth.

The Aisle encircles the ch., communicating on each side with the transepts and Rotunda, and forming the usual procession-path of Romanesque buildings.

Returning to this aisle by the door opposite the prison, we resume our walk. We soon come to a little apse on the left (20), with an altar dedicated to St. Longinus the centurion, who, according to the Gospel of Nicodemus, pierced the side of our Saviour. In this place, it is said, was once preserved the title which Pilate affixed to the cross. It has been removed to Rome, where it may be seen in the ch.

of *Santa Croce in Gerusalemme*. A few paces farther, at the E. end of the building, is (21) the "Chapel of the Division of the Vestments;" being built, according to tradition, over the spot where the soldiers divided the raiment of Christ. A few feet southward is a door leading to the

Chapel of Helena.—We descend a flight of steps, and enter the most striking building connected with the Church of the Sepulchre. It is 16 ft. below the level of the Rotunda, and measures 51 ft. by 43, being divided into nave and aisles by two columns on each side, supporting a groined roof. In the centre of the roof is a cupola, having four windows, the only lights of the chapel. The architecture is massive and cryptlike; the columns are dwarf, with capitals of early Byzantine character. At the eastern end of the northern aisle is an apse with an altar (23), dedicated to St. Dimas, the *Penitent Thief*. At the end of the nave is another altar (24), dedicated to St. Helena; and on its S. side, in a break of the wall, stands a patriarchal chair of marble (25), said to be that in which Helena sat while superintending the search for the true cross. Near the eastern end of the S. is a staircase hewn in the rock, leading down to

The *Chapel of the Invention of the Cross*.—An irregularly-shaped vault about 20 ft. across, excavated in the rock. Here were dug up, as tradition affirms, the three crosses, the crown of thorns, the nails, the inscription, &c.

In a recess on the S. side (28) an altar and crucifix stand on the spot where the *True Cross* was found. This chapel is one of special sanctity. The vault was evidently an old cistern; perhaps connected with the great cistern of Helena, which adjoins it on the N. The Chapel of the *Invention of the Cross* belongs to the Latins, and that of Helena to the Armenians; but the several sects are permitted to visit them in turn. They both lie under the Abyssinian convent.

Golgotha and its Chapels.—Ascend-

ing again to the great aisle, we have on our left, on leaving the staircase (29), the *Chapel of the Mocking*. Here beneath the altar is a fragment of a column of grey marble, on which the Jews made our Saviour sit "while they crowned Him with thorns."

Advancing up the aisle to the place where it joins the S. transept, we observe on the left a flight of steps (30) leading to the *Chapel of Golgotha*. Golgotha is a Hebrew word signifying "a skull." The Latin synonym is *Calvaria*, from which is the English "Calvary." It is never called a mount or hill in Scripture. There was a singular tradition, as early as the time of Origen, that the body of Adam was buried in Golgotha; but there is no evidence that the Golgotha referred to by Origen was the rock now within the Church of the Sepulchre. The author of the 'Jerusalem Itinerary' is the first who mentions the latter Golgotha; calling it a "little hill" (*monticulus*). The chapels of Golgotha stand on a rock elevated about 15 ft. above the floor of the aisle.

Ascending the steps, we enter a vaulted chamber with a marble floor: this is the *Chapel of the Elevation of the Cross*, and belongs to the Greeks. At the eastern end is a platform 10 ft. by 6, raised about 18 in. above the floor; in its centre stands the altar, and under it a hole in the marble slab communicating with a similar one in the natural rock. Here we are told the Saviour's cross was fixed (31). Near it on the rt. is another opening in the marble to lay bare the *rent* in the rock occasioned by the earthquake. The holes for the crosses of the two thieves are shown on the right and left. Adjoining this chapel on the S. is the Latin *Chapel of the Crucifixion*, so called because it stands on the spot where Christ was nailed to the cross. The Chapel is an upper chamber, not standing on the rock at all, but upon a crypt, now used as a vestry and in no way venerated! Quaresimus suggests a solution of this anomaly. The ground beneath the chapel was removed by Helena and conveyed to Rome, so that the chapel still occupies the *true posi-*

tion in space where the event it commemorates occurred! In the S. wall is a barred window, looking into a small exterior chapel (formerly the *porch*) dedicated to *Notre Dame des Douleurs*; and marking the place, in *space* of course, where the Virgin Mary stood during the Crucifixion.

At the W. end of the Latin chapel a flight of stairs leads down to the transept, terminating within the great door. Descending by these, and turning to the rt., we enter the *Chapel of Adam*—a low, crypt-like chamber, lying under the western end of the Chapel of the Elevation of the Cross. At the farther end is an apse, hewn in the rock. On passing the door we have on our left the spot where once stood the tomb of Godfrey, the first Latin king of Jerusalem. It was a roof-shaped monument of fine porphyry, with vertical gable-ends and ornamental edges—supported on four dwarf twisted columns, resting on a plinth of marble. On the sloping surface was the following inscription:—

Hic jacet inclytus
Dux Godofridus de Bullon
Qui totam istam Terram
Acquisivit Cultui Christiano:
Cujus Anima regnet cum Christo. Amen.

The tomb of Baldwin, his brother and successor on the throne, stood opposite on the rt. hand of the door. Both were defaced by the Charizmians in 1244; and subsequently by the fanatical Greeks, because they commemorated Latin princes. When the church was restored in 1810 they were wholly destroyed. These *sites* are in a vestibule—passing which we are shown the *Tomb of Melchizedek*!

The *Holy Fire*.—A description of the Church of the Sepulchre could hardly be considered complete without some account of the miracle of the Holy Fire. On the Easter Eve of each year it is affirmed that a flame descends from heaven into the Holy Sepulchre, kindling all the lamps and candles there. The Greek patriarch or his representative enters the tomb at the prescribed time; and the fire

soon appearing is given out to the excited multitude through a hole in the northern wall. The origin of this extraordinary scene is involved in mystery. Eusebius tells a singular legend of the transubstantiation of water into oil for the use of the lamps on Easter Eve in Jerusalem; but in the 9th cent. it began to be believed that an angel came and lighted the lamps which hung over the Sepulchre.

Originally all the churches partook in the ceremony of the Holy Fire, but one by one they have fallen away. And unless they are greatly misrepresented, the enlightened members of the Greek Church would gladly discontinue the ceremony, could they venture on such a shock as this step would give to the devotion and faith of the thousands who yearly come far and near, over land and sea, for this sole object.

Hospital of St. John.—On the opposite side of the narrow street that runs eastward past the Church of the Sepulchre stands a picturesque Gothic gateway, once the principal entrance to the Palace of the Order of St. John. This interesting building is now the property of Prussia, and has lately been cleared of rubbish and thoroughly explored.

The *Greek Convent of Constantine* stands on the W. side of the Church of the Sepulchre, with which an arched passage over Christian Street connects it. It is the official residence of the Greek patriarch.

The *Latin Convent of St. Salvador* stands on very high ground near the N.W. angle of the city. It formerly belonged to the Georgians, but was bought and enlarged by the Latins, about A.D. 1591, when they were driven out of the Conaculum. The church is dedicated to St. John the Divine, and is frequented by such of the native inhabitants and foreign residents as conform to the Latin ritual. The *Casa Nuova* is the hostelry of the convent, in which pil-

grims, without respect to faith, are permitted to sojourn for a fortnight.

The *Armenian Convent* is the largest in the city, and its buildings the most commodious and comfortable. It formerly belonged to the Georgians, who founded it in the 11th cent.; the church occupies the traditional site of St. James's martyrdom.

The Church of St. James is, with the exception of that of the Sepulchre, the largest in the city. In the richness of its decorations and sacred vestments it is unequalled; but everything is tawdry and in the worst style of Oriental barbarism.

The *Syrian Convent of St. Mark* is in a narrow street on the north-eastern side of Zion, and is one of the oldest in Jerusalem. It is respected by all the Christian sects as the home of St. Mark; and it has a full complement of traditions and relics.

The *Convent of the Cross* is situated in a shallow valley, about 1½ m. W. of the city. It is a large rectangular building, with massive walls, and a low portal guarded by a heavy iron door. Such strength was, and still is, needed to defend the inmates from hostile Arabs who are always prowling about the half-desolate country. Only a few years ago some of these wretches effected an entrance during the night, and murdered the superior. After lying long half-ruinous, the convent has been thoroughly repaired by the Greeks, and many extensive additions made to it, so as to fit it for a collegiate establishment. Russian gold has done wonders with the old walls and gloomy corridors; while it has built halls, chambers and refectories, which would not disgrace an English university. The ch. is well worth a visit. The walls are covered with faded frescoes, and some beautiful pieces of mosaic pavement remain beneath the dome. The altar-screen is curiously painted in compartments intended to illustrate the history of the wood of the cross, from the time it was planted by Abra-

ham and Noah, till the Crucifixion. Behind this, in an apse, is the sanctuary, in the centre of which, beneath the altar, is a little circular hole, bordered with silver, marking the spot on which the tree of the cross grew.

The *Via Dolorosa* commences with the *Palace of Pilate*, now the governor's *Serai*. Here, on the l., are 2 old arches built up, where the *Scala Santa*, or staircase leading to the Judgment Hall, stood, until removed by Constantine to the Basilica of St. John Lateran. On the opposite side is the *Church of the Flagellation*, so called from the tradition that on its site Christ was scourged. Others call it the "Church of the Crowning with Thorns." A few paces westward the street is spanned by the *Ecce Homo Arch*. On the right of this arch has been built the *Convent of the Sisters of Zion*, which well repays a visit. It is a model of cleanliness and order, and the female schools taught by the sisters appear to be well conducted. Behind the altar in the adjoining chapel is one of the two side arches of the *Ecce Homo Arch*. Beneath the convent extensive cisterns were found, hewn in the rock, and perhaps originally connected with the water supply of the Haram. We now descend an easy slope, having on the rt. the Austrian Hospice, and turn sharply to the l. into the street coming from the Damascus Gate—passing on our way the spot where the Saviour fainted under the cross; and then the spot where, meeting the Virgin, He said, *Salve Mater!* In the bottom of the valley is pointed out the *House of Dives*. Turning another sharp corner to the rt., and ascending the hill, we have on the l. the place of Christ's second fall under the cross; and then the *House of St. Veronica*. The ascent hence to the Church of the Sepulchre is considerable, and the street has a picturesque aspect. The pavement is rugged, the walls on each side prison-like, pierced here and there with a low door and grated window; while a succession of archways shroud

portions of it in gloom, even when the intervals are lighted up by the bright sun of noonday.

Just at the western termination of the *Via Dolorosa* tradition places the *Porta Judiciaria*, the site of which is supposed to be marked by a single upright shaft at the angle of the street and the bazaar.

Amongst other works of the Crusaders is the *Church of St. Anne*, the Virgin's Mother, about 100 yds. N.W. of St. Stephen's Gate. It is a small building divided into 3 aisles, each terminating in an apse and covered with intersecting vaults, with a dome on the intersection between nave and transept. It now belongs to the French, by whom it has been restored.

One or two walks around Jerusalem will enable the traveller to see all the most important objects of interest, but to study them as they deserve to be studied much more time will be necessary. Every step is holy ground and replete with associations of Prophets and Apostles, and of One greater than all.

He may commence his excursions at St. Stephen's Gate, outside of which is the traditional scene of that Saint's martyrdom. Descending the Valley of Jehoshaphat or of the *Kidron*, and crossing the bridge, he sees on his l. the *Chapel and Tomb of the Virgin*, a low building standing on the N. side of a Greek court. Entering the door, he descends a broad staircase of 60 steps to the gloomy chapel, which seems to have been excavated in the rock. On the right hand in descending are pointed out the *Tombs of Joachim and Anna*. Close to it is the *Grotto of the Agony*, a dark and irregular cave.

Just beyond the bridge, to the S. of the preceding, is a small enclosure, the reputed *Gethsemane*, within which are several venerable olive-trees, its chief attraction.

Between these two holy places passes the ancient road to the top of Olivet. On reaching the summit, within the little village of *Kejr et-Tur*, is the *Church of the Ascension*, a modern chapel covering the sup-

posed spot whence our Lord ascended to heaven. It is connected with a mosque and is in charge of a Dervish. The imprint of the Saviour's foot is even pointed out. Although the tradition regarding this spot is one of the oldest connected with this holy city, yet it does not fulfil the description in Scripture, "And He led them out AS FAR AS TO BETHANY."

Passing the summit, the wide panorama eastward opens before him, extending as far as the valley of the Jordan and the Dead Sea. A short walk thence takes him to *Bethany*, now *El-Azariyeh*, a poor village situated on the eastern slope of Olivet, about 1½ m. distant from Jerusalem. The sites of all the sacred incidents connected with it are of course pointed out; the house of Simon, that of Martha and Mary, and the tomb of Lazarus.

Retracing his steps and descending the Mount of Olives a little farther to the S., he reaches the *Tombs of the Prophets*. Through a long descending gallery the first part of which is winding, he enters a circular chamber 24 ft. in diameter and 10 ft. high, having a hole in its roof, through which an entrance may be also obtained. From this chamber 2 parallel galleries, 10 ft. high and 5 wide, are carried southwards through the rock for about 60 ft.; a third diverges S.E., extending 40 ft. They are connected by 2 cross-galleries in concentric curves, one at their extreme end, the other in the middle. The outer one is 115 ft. long, and has a range of 30 loculi on the level of its floor, radiating outwards. Two small chambers with similar loculi also open into it.

M. Ganneau discovered, under the plaster which covers the walls, a number of Greek inscriptions. The greater part of them are proper names, with the usual formulæ, "Here Meth," and "Courage! none is immortal." The inscriptions are placed over the loculi where the bodies lie; and the crosses which accompany them show their Christian origin. The date may be about the 5th cent.,

Thence he may descend to the *Valley of Jehoshaphat*, which, like every hill and valley around the Holy City, is studded with tombs. Indeed, tombs are far more numerous than houses at Jerusalem. Conspicuous amongst these is the so-called *Tomb of Zechariah*, cut in the rock, but standing free; each side is adorned with Ionic pillars, and square piers at the angles, the whole crowned with a pyramidal roof. No cave or sepulchral chamber has been found in it. Near it is another, known as the *Tomb of Absalom*, with a nearly identical basement, but surmounted by a structural spire.

Continuing to descend the valley of the Kidron, on the E. side is *Kejr Silwan* or *Siloam*, and on the W. the *Fountain of the Virgin*, or *Ain Omm el-Deraj*. The water springs from the bottom of a cave 25 ft. deep, excavated in the rock of Ophel. A tradition asserts that the Virgin came here to wash the Saviour's clothes. Continuing the walk down the Kidron about 310 yards, the traveller reaches a verdant spot, sprinkled with trees and cultivated. This is the site of the "King's Garden," mentioned by Nehemiah as beside the "Pool of Siloah" (iii. 15).

Turning up to the rt., he passes the projecting cliff of Ophel, and soon stands beside *Siloah's Pool*. It is a reservoir 53 ft. long, 18 wide, and 19 deep; in part broken away at the western end. The masonry is modern.

No fountain about Jerusalem has obtained such a wide celebrity as Siloah, and yet it is only 3 times mentioned in Scripture. Isaiah speaks of "the waters of Shiloah that flow softly" (viii. 6); Nehemiah says Shallun built "the wall of the pool of Siloah by the king's garden" (iii. 15), and our Saviour commanded the blind man, "Go, wash in the pool of Siloam. . . . He went his way, therefore, and washed, and came seeing" (John ix. 7).

The most interesting discovery that has lately been made at Jerusalem is a very ancient Hebrew inscription in the rock-cut channel of

this pool, narrating how the work was executed. It has been assigned to the 7th century, B.C.

The German explorer, Dr. Guthe, has discovered on the slope of Ophel remains of the city wall which defended the entrance of the Tyropœon Valley, with other ancient vestiges. He has also laid bare a great portion of the Crusaders' stables situated outside the Damascus gate.

En-Rogel, called by the Arabs *Bir Eyub*, "The Well of Jacob," and by Franks "The Well of Nehemiah," is situated in the bottom of the Kidron, a little below its junction with Hinnom.

Entering now the *Valley of Hinnom*, and about half-way up the southern side, is the reputed site of *Acladama*, bought with the 30 pieces of silver, the price of our Lord's betrayal. It is a long, vaulted building of masonry, in front of a precipice of rock, behind which is a natural cave. The interior is excavated to the depth of about 21 ft., thus forming an immense charnel-house. The cliffs on the southern side of this valley are honey-combed with tombs, small gloomy caves, with narrow doorways and hardly any architectural decoration.

Higher up the valley and on the southern brow of Mount Zion, is a group of buildings over the vault said to contain the *Tomb of David*. Here is said to be the "upper room" where the Lord's supper was instituted, hence called the *Cœnaculum*. The room is 50 ft. long by 30 wide, and decidedly ancient. The buildings belong to the Mohammedans, but the Latin monks are permitted to continue the practice of washing the pilgrims' feet here on Maundy Thursday.

Between the *Cœnaculum* and the Zion Gate is a building surrounded by a high wall, which has been dignified by the title *Palace of Caiaphas*. This appears to have been built by the Armenians, in whose hands it still remains; the sites of all the events connected with our Saviour's detention there, and his denial by Peter, are pointed out!

Still higher up the valley and W. of the *Cœnaculum* is the *Birket es-Sultan*, or *Lower Pool of Gihon*. The aqueduct from Bethlehem, to supply the Temple, crosses the Valley of Hinnom on 9 low arches just above this pool; it then sweeps round the southern brow of Zion, and enters the city above the Tyropœon. To the N.W. is the *Upper Pool of Gihon*, or *Birket el-Mamilla*.

To the N. of the city, $\frac{1}{2}$ m. from the Damascus Gate, and 60 yards to the rt. of the Nablous road, are the *Tombs of the Kings*, or *Tomb of Helena*.

M. de Sauley supposes them to be the tombs of the kings of Judah. Mr. Fergusson maintains that "their architecture is undoubtedly later than the Christian era, and the slab, which De Sauley calls the cover of the sarcophagus of David, is *certainly more modern than the time of Constantine*." Mr. Williams believes them to be the "monuments of Herod," and considers their splendour and extent entirely suited to the magnificent ideas of that great monarch. Dr. Schultz identifies them with the "Royal Tombs" mentioned by Josephus in the line of Agrippa's wall. And Dr. Robinson affirms that this is the *Tomb of Helena*, the widowed Queen of Monobazus, King of Adiabene.

Excursions in the Neighbourhood.

Interesting excursions may be made to

Bethlehem, Hebron, the Pools of Solomon, Bethany, Dead Sea, Jordan, &c.]

20. JAFFA TO BEYROUT.

Returning now to the coast:—

a. About 28 m. to the N. of Jaffa is *Kaiseriah** (*Cæsarea-Palæstina*). This capital of Herod is entirely ruined; but it has been lately explored, and the circuit of its walls traced by Lieut. Conder. The most interesting of the remains is the port; unfortu-

* See Handbook for Syria and Palestine.

nately it is not only utterly destroyed, but many of the stones have been carried off for the rebuilding of Akka, and of many private buildings in Jaffa and Beyrout. It was equal in extent to that of the Piræus, and consisted of an immense breakwater, affording a shelter from the western and south-western gales. *Cæsarea* was closely connected with the history of the Early Church, and was the birth-place of many distinguished men; amongst others of Eusebius, the father of ecclesiastical history, and of Procopius, the historian of Justinian's wars.

b. Farther N. is the promontory of *Carmel*, the scene of Elijah's sacrifice, with its magnificent convent, the most pleasant resting-place the weary traveller can meet with in Palestine.

In the bay formed by this N. shore of this promontory is

a. *Caiffa*. (Pop. 5000.)

British *Vice-Consul*: Dr. John Schmidt. A fairly good *Inn* here.

The *Austrian Lloyd's* steamers call on their way to and from Port Said.

Coal obtainable; cost 50 to 53 frs. per ton.

The ancient *Helbah* (Judges i. 31) and the *Scaminum* of St. Jerome and Eusebius, now—thanks to the German Colony established here—after Beyrout, the most rising and prosperous place in Syria. Its present population of 5000, contains 2000 Christians, 2000 Mohammedans, and 1000 Jews. There is a mosque, a Greek and a Latin ch. The Carmelite convent has a school for boys, and the "Dames de Nazareth" one for girls; but the cause of its rapid prosperity is undoubtedly the German Colony founded in 1869 by a religious body called "The Society of the Temple." Members of this community gathered here from the Fatherland, Switzerland, Russia and the United States, for the double purpose of elevating the moral condition of the Syrians by the example of a well-conducted industrial establishment and of affording them spiritual instruction.

In spite of many obstacles and difficulties, this deserving colony has increased from year to year. It has built substantial stone houses, laid out pleasant gardens and vineyards, carried on a good system of agriculture, established various trades and industries, and possesses a well organised hotel, a soap-manufactory and a flour-wind-mill, quite unknown before in this part of the world.

The anchorage at *Caiffa* is safe during the summer months, and its port might be made, with comparatively little cost, much more commodious and secure. Its exports consist of cereals, sesame, cotton, olive-oil and hides; and if the favourite idea of the German colony, a railway to the Hauran, could be realised, *Caiffa* would no doubt become the great commercial emporium of Southern Syria.

There is regular communication by omnibus with Akka, and the German Colony has constructed a good carriage-road inland as far as Nazareth, where it meets the ordinary tourists' route between Jerusalem and Damascus. Sometimes there is communication by carriage with Jaffa.

The Carmelite Convent is only half an hour's walk from the town.

A little to the N. is

d. *Akka* or *ACRE*, the ancient *Ptolemais*, a town more closely connected with European history than any other in Syria. Napoleon called it the key of Palestine; and during the last 700 yrs., from Baldwin to Napier, it has been grasped by many a rude hand. Its situation is peculiar. It is almost a fortress in the sea. It is built on a triangular tongue of land, which projects in a south-westerly direction from the plain, forming the northern limit of the bay of *Caiffa*. From the point of this tongue the ruins of a mole extend eastward, enclosing a little harbour, now nearly filled up with sand. Massive fortifications defend the town towards the sea; while on the land side there is a double rampart, with a fosse and glacis. Few remains of antiquity are to be met with, and many of the columns, &c.

which are to be seen built into the mosques and houses were obtained from Cæsarea, Tyre and Ascalon.

Now the traveller sails along the classic "Coasts of Tyre and Sidon," the land of the Phœnicians, whose commercial enterprise has gained for them as great a celebrity as their connection with sacred history.

e. *Sur*, the modern representative of TYRE, "the Mistress of the Seas," "the Cradle of Commerce," contains about 9000 inhabitants. Her harbour shelters a few wretched fishing-boats, and her whole trade consists of a few bales of cotton and tobacco.

One is reminded at every glance of the prophecies uttered against this city:—"And they shall make a spoil of thy riches, and make a prey of thy merchandise; and they shall break down thy walls, and destroy thy pleasant houses. . . . They shall lament over thee, saying, 'What city is like Tyrrus, like the destroyed in the midst of the sea?'" (Ezek. xxvi. 12; xxvii. 32).

Tyre has been often destroyed. Ruins on the top of ruins cover the peninsula, and are strewn among the waves, round it. There was a Phœnician Tyre, and a Roman Tyre, and a mediæval Tyre, each built on the ruins of its predecessor; and now there is a modern Tyre standing over them all. This explains the strange and motley aspect of the remains. Within the modern town the only thing worthy of notice is the old ch., in the south-eastern angle, one of the most venerable monuments of Christianity. It was once a large and splendid edifice, and is most probably that for which Eusebius wrote a consecration sermon, still extant in his 'Ecclesiastical History.'

Here also the historian of the Crusades, William, archbishop of Tyre, presided for 10 yrs.; and here, too, says Stanley, "lie, far away from Hohenstauffen or Salzburg, the bones of the great Emperor Frederic Barbarossa, brought thither after the long funeral procession which passed down the whole coast from Tarsus to Tyre, to lay his remains in this famous spot,

beside the dust of a far greater man—Origen."

[An excursion of 1½ hr. may be made to the Tomb of HIRAM, *Kubr Hairan*, on the hill-side nearly E. of the town. It is an immense sarcophagus of limestone, hewn out of a single block 12 ft. long, 8 wide, and 6 high; covered by a lid, slightly pyramidal, 5 ft. in thickness;—the whole resting on a pedestal about 10 ft. high, composed of 3 layers of masonry, the upper stones projecting a few inches. The monument is perfect, though weather-beaten. The entrance to it is an aperture broken through the eastern end. A tradition, received by all classes and sects in the country, makes this the tomb of *Hiram*, Solomon's friend and ally.]

f. Beyond Tyre is *Sarepta*, *Zarephath*, where dwelt Elijah's "poor widow woman," and still farther N., *Saida*, the representative of the great Sidon, which once divided with Tyre the empire of the seas, now a town of 9000 inhabitants, producing a little tobacco, silk, and fruit, but without a boat in its harbour, which is neither approachable in bad weather nor serviceable in good. The most prominent features in the town are the two castles built by the Crusaders in the 13th century. The plain behind it is very rich and productive. The tide of commerce has left it, and has gone to

21. BEYROUT.

Beyrout. (Pop. 70,000.)

Inns: *New Oriental*, situate on the shore to the W. of the town; *Bellevue*, close to the above; *Grand Hotel de l'Europe*, within the town; besides which there are several of an inferior class.

British Consul-General: George Jackson Eldridge, Esq., O.M.G. *H.M. Vice-Consul:* John Dickson, Esq.

Consul U.S.A.: John Todd Edgar, Esq.

English Church Service at the American Mission ch. (Presbyterian).

Means of Communication.—Steamers of the Austrian Lloyd's Company arrive from Constantinople on Wednesday, and leave the same evening for Jaffa, Port Said and Alexandria. An extra steamer of the same company arrives every alternate Tuesday from Alexandria, calling at Port Said, Jaffa and Caiffa, and leaves Beyrout on Wednesday morning on the return trip to Alexandria.

French steamers of the Messageries Maritimes Company from Alexandria for the coast of Asia Minor every alternate Tuesday; in the opposite direction every alternate Friday.

The English mail steamers (Bell's Asia Minor line) leave Alexandria every Thursday, arrive at Cyprus Friday evening, whence they return with the mail every Sunday evening to Alexandria, where they catch the P. and O. boat for Brindisi. Other steamers of the same line run frequently up and down the coast between Alexandria and Alexandretta, touching at various ports, and when their departure from Alexandria coincides with the arrival of the P. and O. boat, they bring the mails for Beyrout.

Besides these, English and other trading steamers frequently touch at Beyrout and other ports on the coast of Syria.

The Russian steamers have recently recommenced running after having discontinued during the late war. They arrive from Odessa and Constantinople on alternate Mondays *en route* for Alexandria, whence they return on alternate Wednesdays, *en route* for the N. They follow the coast like the French ones.

Coal procurable; about 50 frs. per ton.

Carriages can now be used on most of the streets in and around Beyrout; the fare is 10 piastres an hour within the town, and 16 piastres outside.

A diligence leaves daily at 4 A.M. for Damascus; and a small one at 6 P.M., carrying the mail. As the number of seats is limited, it is well to secure seats some days in advance.

Time occupied, about 14 hrs., and 18 on the return journey; fare, 145 piastres *coupé*, 101 piastres interior. Damascus may be reached on horseback in 2 days.

There is a correspondence with this diligence for Baalbec, which can now be reached by carriage.

Harbour.—The little port, now nearly filled up, lies between a projecting cliff and a ruinous insulated tower called Burdj Fanar. A project is under discussion for the construction of a harbour, at a cost of from 300,000*l.* to 400,000*l.* It was suggested by Midhat Pasha, when Governor-General of Syria.

The *Prussian Hospital* was founded and is supported by the Knights of St. John. The building occupies a commanding site about a mile from the town, near the Syrian Protestant College.

The educational institutions of Beyrout are the best in Syria; they have all been originated by foreign agencies.

The *Syrian Protestant College* occupies a commanding site on the promontory, about a mile W. of the town. It consists of four buildings: the college, the medical hall, the refectory and the Lee observatory, erected by Henry Lee, Esq., of Manchester. The institution was established by a statute of the legislature of New York in 1863, and the buildings were erected in 1872-74 by the liberality of friends in America and England. The course of instruction embraces language, literature, science and medicine. Instruction is given through the medium of the Arabic tongue, from text-books prepared by the professors and printed at the mission press. The college is conducted on Protestant principles; but is open to students from any of the Oriental sects or nationalities who will conform to its rules. It is supported by voluntary contribution. The annual cost of an undergraduate in the literary department is 15*l.*, and in the medical 20*l.* The num

students is about 70; a considerable number have already graduated, and are now labouring with great success in various parts of the country, as physicians, missionaries, and teachers. The college will give a great impulse to education and civilization in Syria.

The *American Mission*, established in 1823, has done more than any other agency for the cause of education. The admirably-conducted press has supplied the whole country with religious literature; and has besides issued a complete series of literary and scientific class-books, most of which have been prepared either by, or under the superintendence of, the missionaries. The mission school for girls is an excellent institution. It gives a sound and thorough training; and, what is of great importance, it requires those who are able, to pay for it.

The *Institution of the Prussian Deaconesses* has two departments. 1. A school for the education of the daughters of foreign residents, and such natives as are willing to pay. French is the ordinary language employed; but English, German, Greek and Italian are taught. The system is thorough, and the results satisfactory. 2. A school for orphan girls, who are educated, boarded, clothed and taught to sew, cook and keep house. Arabic is the language of this school; instruction is also given in German. The average age of entrance is eight, and they are kept if possible eight years. The house is a model of order and cleanliness; and yet the average annual cost of each girl is only 9*l*.

The *Mission School*, under the superintendence of the Rev. J. Scott of the Church of Scotland, contains upwards of 200 boys. There are other schools in Beyrout supported by foreign liberality; but it is a very unwise policy to continue to give free instruction to children, whether boys or girls, whose parents can afford to pay for it, and can get it for payment. Under present circumstances, such

institutions do harm rather than good in Beyrout.

Beyrout has improved more within the last 20 years than any city in Syria. It has assumed a European aspect in its public buildings, wide streets, handsome equipages and elegant suburban residences. Its prosperity is entirely due to foreign enterprise. The European mercantile firms have infused new life into the natives; and, though only ranking third in size, Beyrout is now the commercial capital of the country. Its population is estimated at about 70,000—one-third being Mohammedans and the rest Christians and Jews. It is the first town in Syria where a European system of water-supply is being applied; and great results, both financial and hygienic, are confidently anticipated. The enterprise has been undertaken by a London company, and was opened in 1875. The water is brought from the Dog River, 10 m. from the city. A weir is built across the river; and a canal over 2 m. in length, of which a tunnel 1100 yds. long forms part, conveys the water to a place where a portion of it is used to drive turbine wheels, which force the rest, through a main of iron tubes, to reservoirs on the east side of the town, whence it is distributed as required. The municipality contributes 60,000 francs a year for the free supply of water to mosques, churches and public fountains; and the company engages to supply private houses at a maximum charge of 40 centimes per cubic metre.

The situation of Beyrout is beautiful. The promontory on which it stands is triangular—the apex projecting 3 m. into the Mediterranean, and the base running along the foot of Lebanon. The south-western side is composed of loose sand, and has the aspect of a desert. The north-western side is different. The shore-line is formed of a range of deeply-indented cliffs, behind which the ground rises for a mile or more, when it attains the height of about 200 ft. In the middle of the shore-line stands the city—first a dense nucleus of substantial build-

ings; then a broad margin of picturesque villas, embowered in foliage, running up to the summit of the heights, and extending to the rt. and l. The old town of Beyrout is now very much like what the City is to London, devoted to business, whilst the residences of the merchants are outside. The roads in the environs are excellent, many of the villas are handsome and commodious, whilst the view from them, especially from those situated high above the town, is magnificent.

The antiquities in and around Beyrout accessible to the traveller are few, and of little interest. A number of columns of grey granite, scattered about the town; some foundations, pieces of tessellated pavement, and excavations in the rock, probably the remains of baths, $\frac{1}{2}$ m. along the shore to the westward; a group of sarcophagi about the middle of the south-western shore of the promontory; the ruins of an aqueduct at the base of the mountains on the E.; and some singular cisterns and Roman remains discovered in making the excavations for the Protestant College;—such is about a complete list of the antiquities. Almost every year shows that there are many others, far more important, buried beneath the soil and rubbish. Old tombs are frequently laid open by excavation, sometimes containing sarcophagi of pottery, with lachrymatories and other articles of glass.

Beyrout occupies the site, as it preserves the name, of the Berytus of the Greeks and Romans. It was probably founded by the Phoenicians, though the first mention of it is in the writings of Strabo, and the first historical notice only dates as far back as the year B.C. 140, when it was destroyed by Tryphon, the usurper of the throne of Syria, during the reign of Demetrius Nicator. After its capture by the Romans it was colonized by veterans of the Fifth Macedonian and Eighth Augustan Legions, and called "Colonia Julia Augusta Felix Berytus." It was here that Herod the Great procured the flagitious mock

trial to be held over his two sons. The elder Agrippa greatly favoured the city, and adorned it with a splendid theatre and amphitheatre, besides baths and porticoes, inaugurating them with games and spectacles of every kind, including shows of gladiators. Here, too, after the destruction of Jerusalem, Titus celebrated the birthday of his father Vespasian by the exhibition of similar spectacles, in which many of the captive Jews perished. But it was chiefly as a seat of learning that Berytus was celebrated. Its fame drew to it students from distant countries. Law, philosophy and languages were cultivated. The well-known Gregory Thaumaturgus, after passing through Athens and Alexandria, came here to complete his knowledge of civil law; and Apion the martyr spent some time at Berytus, engaged in the study of Greek literature. From the 3rd to the 6th cent. was the golden age of Berytus' literary history. In A.D. 551 the town was laid in ruins by an earthquake, and its learned men sought a temporary asylum at Sidon. Ere it had time to revive, the Arab invasion swept over the land, destroying alike literature, commerce, agriculture and architectural splendour. In the year 1110 Beyrout was taken by the Crusaders under Baldwin I.; it remained long in their hands, was made the seat of a Latin bishop, and was celebrated, as it is still, for the richness and beauty of its gardens and orchards. With the exception of a short occupation by Saladin, the Christians retained possession of the town till the final overthrow of their power in 1291. From that period till the beginning of the 17th cent. Beyrout scarcely ranked higher than a village; but the Druze prince Fakir ed-Deen rebuilt it, made it the seat of his government, and erected a large palace. This prince is also the traditional planter of the pine-grove on the S. side of the city. He may probably have planted some trees there; but we have the evidence of Edrisi that a forest of pines existed here as early as the 12th cent. The last important episodes in the history of Beyrout were its bom-

bardment by the English fleet in September, 1840, and the French occupation of 1860.

RIDES ROUND BEYROUT.

There are several places in the neighbourhood of Beyrout deserving of a visit, alike from their historic associations and splendid scenery. No correct idea can be formed of the scenery of Lebanon from the plain at its base, or from the sea. The mountain-sides have a comparatively bleak aspect. The white limestone, of which the great mass of the ridge is composed, crops up in cliffs and pointed rocks; and these originally gained for the range the name it still bears, *Djebel Libnan* (Lebanon in Hebrew), "the White Mountain." Another feature of Lebanon tends to increase the aspect of barrenness *as seen from below*. The sides are cultivated in terraces. The walls of these terraces consist in some places of the naked sides of horizontal limestone strata, and in others of rude walls of rocks and stones. On looking up, the fronts of these cliffs and walls are before us; while the soil and verdure which they sustain are hidden. When, on gaining some commanding crest, we turn and look down, we can scarcely repress the thought that the wand of an enchanter has been waved over the mountain. Terraces of green corn, and long ranges of mulberries, figs and vines, have taken the place of bare rocks. To such as desire to see this singular transformation, we recommend a ride to the heights of Deir el-Kul'ah, during early spring. The grandeur, the fertility, and the beauty of Lebanon will then be seen to advantage.

a. RIDE TO Nahr el-Kelb.—About a mile from the town we are shown the remains of an old brick building, which has been linked to the legend of *St. George and the Dragon*. Some affirm the Dragon was slain on this spot; others say that the combat took place on the neighbouring beach, and the victorious saint came here to

wash his hands. *Nahr Beyrout* flows into the sea beside the scene of St. George's encounter with the Dragon. A streamlet in summer, it swells into a river in winter, and is crossed by a bridge of 7 arches, said to have been built, but more probably only repaired, by Fakir ed-Deen. It is the *Magoras* of Pliny. Hence to the bold promontory which forms the S. bank of Nahr el-Kelb is about 5 m., the road following the sandy beach.

INSCRIPTIONS AND SOULPTURES AT NAHR EL-KELB.—The rocky ridge on the S. bank of Nahr el-Kelb projects into the sea, terminating in a cliff about 100 ft. high. On approaching it from Beyrout, we observe to the rt. and l. numerous excavations, like quarries. The old road, which still forms the only means of passage, winds up the steep slope, runs along the edge of the cliff, and descends a yet steeper bank on the N. side. It is hewn in the rock; in some places there is a deep cutting, in others the surface is merely levelled. It is 6 ft. wide, and is paved with large stones. On the summit of the pass, overhanging the sea, is a rude pedestal of masonry, perhaps marking the place where a gate once stood. Beside it is a prostrate column with a Latin inscription not yet deciphered—apparently a Roman milestone. Popular tradition, however, informs us that the image of a "Dog" once stood here, but was hurled over the cliff. Descending on the N. side, we soon see the famous tablets on the cliffs to the rt., which we leave for the present, and pass on towards the modern bridge. Before reaching it a Latin inscription attracts attention on the face of a low cliff to the rt. It is perfect, with the exception of a portion of a single line purposely erased; and we learn from it that this road was made in the reign of the Emperor Marcus Aurelius Antoninus. Aurelius died in A.D. 180; and the title *Germanicus*, which we find on this tablet, was given him on the occasion of his victory over the Marcomanni in A.D. 172; so that this road must have been constructed between these two dates—

probably about the year 173. The inscription is as follows:—

IMP. CÆS. M. AURELIUS
ANTONINVS PIVS FELIX AVGVSIVS
PART. MAX. BRIT. MAX. GERM.
MAXIMVS
PONTIFEX MAXIMVS
MONTIBVS INMINENTIBVS
LYCO FLVMINI CÆSIS VIAM
DELTAVIT
PER . . . [purposely erased] . . .
ANTONINIANAM SVAM.

Two other inscriptions have recently been discovered on this old road, both in Greek. The first is on a rock near the top of the pass, and is now almost illegible. It appears to be to the effect that a young Phœnician, a native of Acre, who became lord of Heliopolis (Ba'albec), made this road round the promontory. No date is given. The inscription seems to show that the Phœnicians were the real makers of this road, and that the Romans only repaired it. The other inscription is shorter, containing ten lines. It is on the face of a rock on the same line of road. It has not been deciphered. An account of these inscriptions may be seen in the *Second Statement* of the American Palestine Exploration Society.

The traces of a much more ancient road are seen higher up the cliff, quite distinct on the northern side of the promontory, but obliterated on the southern, probably from the falling of some of the rocks. It can only be ascended on foot. The sculptured tablets are found at intervals on the smooth faces of the rocks, on the upper side of the *old* road. They are nine in number, of which 3 are regarded as Egyptian and 6 Assyrian.* They are of different sizes and shapes, but all large enough to contain life-size figures. Commencing at the

* It may be of interest to the traveller who visits the Dog River to know that there have recently been discovered at Balawat (Mesopotamia) two large portals containing in bas-relief a description of the conquests of Sennacherib; and one of these bas-reliefs represents the Assyrian conqueror halting at the Dog River to erect the monument of his victories which has been here preserved to us.

northern base of the pass, the first 3 tablets are close to the present road, which so far runs in the line of the more ancient one. The old road then strikes up to the l. over steep rocks, and we follow it to visit the remaining sculptures. The following is the order of the tablets:—

1. *Egyptian*—Square at top, ornamented by a *cavetto* cornice. The inscription had become effaced, and the tablet has been appropriated by the French, and contains a record of their occupation of the country in 1860.

2. *Assyrian*—About 5 yds. from the former. Square-topped, containing an Assyrian figure with the right hand elevated and the left across the breast: it is so much defaced that the outline alone is discernible.

3. *Assyrian*—2 yds. from the preceding. Square-topped. An Assyrian figure can be made out, though even more defaced than No. 2.

4. *Assyrian*—About 20 yds. from No. 3, and 10 yds. above the Roman road. Rounded at the top, and set as if in a frame, with a full-length figure in better preservation.

5. *Assyrian*—30 yds. farther, on the side of the *ancient* road. Round-topped: the figure is more distinct, with the right arm elevated, and the hand apparently grasping some object.

6. *Egyptian*—On the same rock as the former, and only 8 in. separated from it. It is square-topped, with a cornice like No. 1. When the light falls obliquely on this tablet we can trace the outlines of 2 small figures near the top—the head of Ra, the Sun-God, on the left; and the monarch presenting an offering on the right. There are other marks upon the tablet which may have been hieroglyphics.

7. *Assyrian*—15 yds. higher up. Rounded at the top, and hollowed out to the depth of 3 in., with a border like a frame. It contains an Assyrian figure in tolerable preservation, but no trace of inscriptions.

8. *Egyptian*—About 30 yds. farther, and near the top of the pass. This tablet resembles Nos. 1 and 6, but is in better preservation. A sharp

can here detect 2 little figures near the top—that on the left is Ammon. The borders of the tablet are covered with inscriptions, among which, about the centre of the left-hand frame, Egyptian scholars have discovered the cartouche of Rameses II.

9. *Assyrian*—On the same rock as the preceding, and close to it. It is the best preserved and most interesting of all. The top is rounded, the figure has the long dress, the large curled and plaited beard, and the conical cap so well known now, from the monuments of Nineveh, to be characteristic of the effigies of Assyrian monarchs. The left hand is bent across the breast, and grasps a mace, while the right is raised and has over it several symbolical figures. Nearly the whole dress and background are covered with a cuneiform inscription, considerable portions of which are still legible, though parts are greatly worn and injured.

In the corners of the 3 Egyptian tablets are holes. Their object has not been ascertained: some have suggested that the sculptures were originally covered with folding-doors, and that these holes mark the places of the hinges; others suppose that inscribed tablets of bronze or marble were once fastened on by means of clamps—taking it for granted that the rocks themselves have not, and never had, any sculptures upon them.

According to Lepsius, the 3 Egyptian tablets bear the cartouches of Rameses II., the Sesostris of Herodotus; the middle one (5) is dedicated to *Ra (Helios)*, the highest god of the Egyptians; the southernmost (8) to the Theban, or Upper Egyptian, *Ammon*; and the northern one (1) to the Memphite, or Lower Egyptian, *Phtha*. Herodotus tells us that Sesostris, in his expeditions to Asia Minor, left behind him *stelæ* and *figures* as monuments of his exploits, and that he himself had seen some of them in Palestine and Syria. Probably these are the *stelæ* referred to by the historian.

All the Assyrian tablets are considered by Layard to be the work

of *Sennacherib*, the monarch whose army was miraculously destroyed on the plain of Philistia, and who is known among Assyrian scholars as founder of the palace of Kouyunjik. Dr. Robinson, however, questions the probability of one monarch having cut *six distinct* tablets on one short pass and during one expedition. We know from sacred history that no less than *five* Assyrian monarchs either invaded this country or passed through it on their way to Egypt: Pul (2 Kings xv. 19), Tiglath-pileser (2 Kings xvi. 7-10), Shalmaneser (2 Kings xvii. 3-6; xviii. 9-11), Sargon, or at least Tartan his general (Isa. xx. 1), and Sennacherib (2 Kings xviii. 13). Why may not each monarch in succession have executed a tablet in celebration of his passage?

"The epoch of Sesostris," says Robinson, "covered the last half of the 14th cent. B.C., and was 3 centuries earlier than the accession of King David. Sennacherib is supposed to have ascended the throne in B.C. 703. Between the tablets of the former conqueror and those of the latter, therefore, there intervened a period of not less than 6 centuries. And, looking back from our day, the Assyrian tablets have continued to commemorate the progress of the Assyrian hosts for more than 25 centuries; while those of Egypt, if proceeding from Sesostris, have celebrated his prowess for 31 centuries. They reach back to hoary antiquity, even to the earliest days of the Judges of Israel, before Jerusalem was known."

Nahr el-Kelb is the *Lycus flumen* of old geographers—the Greek "Wolf" having degenerated into an Arab "Dog." The origin of the name is uncertain. Some tell us that a monster of the wolf species was chained at the river's mouth, which, when lashed to fury by the storms, awoke the echoes of far-distant Cyprus with his bark. Others say that the sharp shocks of the waves on the cavernous cliffs gave rise to both the name and the legend. And another story is that the statue of a dog formerly stood on the pedestal

that crowns the cliff; its mouth being wide open, strange words were wont to issue from it when the winds were high; the Arabs hurled the monster into the sea.

The river dashes along through a glen which opens the very heart of the mountain. Its banks are fringed below with shrubs, and crowned by grey crags, on which is perched a Maronite convent. An old aqueduct, partly hewn in the cliff and partly supported on tall arches, skirts the base of the northern hill—garlanded with creeping plants, that have wound themselves among long stalactites pendent from the arches; it adds another feature to the romantic beauty of this glen.

Some distance up the glen are enormous caverns, from which issue a great part of the water of the river. Three caves have been long known; but inside the lowest of the three another was discovered in the autumn of 1873. An exploring party, consisting of Doctors Bliss and Brigstocke and Messrs. Maxwell and Huxley, entered and penetrated about 1200 yds. by water, when they came to rapids and rocks, over which they could not transport their rafts. The cavern is narrow and tortuous; but in places the roof is of enormous height, and gorgeously decorated with stalactites.

The villages on the western slope of the Lebanon are much frequented by the European and native residents of Beyrout during the summer months, on account of the cooler air and more bracing climate. These villages vary in height above the level of the sea, from 1700 ft. to 2700 ft., some of them (*Aleih*, *Souk el-Gharb*, and *Aitat*), situated to the S. of the Damascus Road, are accessible by a branch carriage-road from the Khan Sheikh Mahmoud. The most frequented is *Aleih*, where there are already two hotels open during the summer. The drive from Beyrout to *Aleih* occupies from 2½ to 3 hrs., and the return journey about 1½ hr.

At *Aleih* is the summer residence of H.M. Consul-General; there is also [*Mediterranean.*]

a telegraph station and a post-office. With all these advantages there is probably no more delightful residence in the East than Beyrout in winter and the Lebanon in summer.

Since 1880 the road has been continued from *Aitat* through *Ain-Anub* to *Shovefat*. There it joins another branch from the Damascus road which passes through *Haddad*, and gains the main road at *Hasmiyeh*, at the foot of the mountain. A carriage road has been constructed to the large village of *Bekaya*, to the north in the district of the *Metn*, which, from its picturesque position, abundance of water and vegetation, may in time become a formidable rival to *Aleih*.

Near *Hasmiyeh*, Roustem Pacha, the present enlightened Governor-General of the Lebanon, has established at his own expense a sort of "jardin d'acclimatation," which is admirably kept, and open to the public. The excellent band of the Lebanon Militia plays here on Fridays during the season.

At the same place His Excellency has succeeded, after two or three failures, in building across the Beyrout river a handsome stone bridge; this connects the north and south of the Lebanon, without obliging travellers to pass the old ford, often dangerous in winter, or to lose several hours in passing through Beyrout.

In connection with this bridge, Roustem Pasha has constructed a carriage road which joins the Tripoli one close to the old Beyrout Bridge; so that it is now possible to drive from Beyrout by the Damascus road to the *Hasmiyeh*, then turn to the left along this new road, cross the bridge, pass the Pasha's garden, and return by the old Tripoli road; this is a charming drive of about one hour and a half.

[Numerous *Excursions* may be made from Beyrout: such as to The Cedars (p. 82), Baalbec, Damascus, &c.; for which the ordinary guide-books must be consulted, or information obtained on the spot.]

22. BEYROUT TO THE BAY OF AYAS.

Leaving Beyrout, the next place at which the coasting steamers touch is

a. Tripoli, now *Trabulus*, the *Tripolis* of the Greeks and Latins. (Pop. about 12,000 Mohammedans and 3000 Greek and Maronite Christians.) The town is built on both sides of the river Kadisha, at the place where it issues from the roots of Lebanon, amongst orchards of orange, lemon, apricot, and apple trees. Water murmurs and sparkles everywhere, and covers the plain with verdure. The houses are large, and the streets have a quaint antique look, winding under groined arches. On the N. side of the river, on the top of a mound, stands the tomb of Sheikh Abu Nasr; and opposite it, on the S. side, is the castle built by Count Raymond of Toulouse in the 12th cent. $\frac{1}{2}$ m. above the town, in Wady Kadisha, is a building occupied by dervishes. It is beautifully situated. Some distance beyond it is an aqueduct carried across the ravine, and bringing water to the town.

To the W. of the town lies a rich plain, in shape a triangle, its apex running into the sea. On the N. side of the promontory is a small town called *el-Marina*, whose population consists of about 5000 Mohammedans and Christians. It is about $1\frac{1}{2}$ m. from Tripoli. Across the broad neck of the promontory, from shore to shore, we can trace an old wall, 18 ft. thick; and along the shore northward is a line of towers, extending to the mouth of the Kadisha—about 1 m. Around these towers, on the beach, and in the sea at the Marina, are numbers of granite shafts. The whole promontory westward of the wall is strewn with ruins.

The exports consist of silk, sponges, oil, wool, and tobacco; the value of which amounts to about 300,000*l.* annually. It is the natural entrepôt for the commerce of the interior, especially of Homs (*Emesa*) and Hama (*Epiphania*). Midhat Pasha, the Governor-general of Syria, commenced a carriage-road to the former

city, and thence to Damascus, which (1879) is progressing rapidly; the only difficulty being want of money for the *travaux d'art*, bridges, culverts, &c. A tramway from the Marina to Tripoli was opened for traffic by Midhat Pasha in January 1880, the capital for which has been subscribed by the inhabitants.

Messageries Maritimes and Russian steamers call in going to and from Constantinople.

[An excursion may be made from Tripoli to the CEDAR FOREST OF LEBANON, or rather to that usually visited, for clumps of these trees have been discovered in other parts of the mountains of late years.

A ride of about 6 hrs., through a wild and picturesque country, takes the traveller to the village of *Ehden*, and $2\frac{1}{2}$ hrs. farther on are the great cedars.

At the head of Wady Kadisha there is a vast recess in the central ridge of Lebanon. Above it rise the loftiest summits in Syria, 9200 ft. high, streaked with perpetual snow. In the centre of this recess, on a little knoll, or rather group of knolls, stand the *Cedars*. They are alone. "They stand at the apex," as Dean Stanley observes, "of the vegetable world." When we see them from a distance we feel disappointment, for they look like a speck on the mountain. But on entering the grove feelings of disappointment vanish. Then the beautiful fan-like branches and graceful pyramidal forms of the younger trees; the huge trunks of the patriarchs, and their gnarled branches extending far on each side, and interlacing with their brethren; and the sombre shade they make in the midst of a blaze of light—all tend to excite feelings of highest admiration. And when we think of their antiquity, their ancient glory, the purposes to which they were applied, we can comprehend the wondrous attraction that has for centuries drawn numbers of pilgrims from the ends of the earth to this lonely spot.

The grove is now scarcely $\frac{1}{2}$ m. in

circumference, and contains about 400 trees of all sizes—the young ones mostly on the outskirts, and the oldest in the centre. Only a few, perhaps a dozen, very ancient trees remain. There are, however, 30 or 40 others of very considerable dimensions; some of them 3, 4, and 5 ft. in diameter. One or two of the oldest are upwards of 40 ft. in girth; but the trunks are short and irregular. They are much broken and disfigured; partly by lightning and the snows of winter, but chiefly by the Vandalism of visitors. The patriarchs, in fact, are all hacked and hewn—tablets cut on their sides, with names inscribed on them.

These venerable trees have now been fenced in, but, with certain restrictions, they will continue to be accessible to all who wish to inspect them. In future no encampments will be permitted within the enclosure, except in the part marked out for that purpose by the keeper, nor may any cooking or camp fires be lighted near the trees, a regulation that has been rendered specially necessary by the partial destruction by fire of three of the largest cedars. Lastly, no animals will be allowed to enter the enclosure, and the keeper of the ground has orders to hold the dragomans and tourists' guides responsible for any infraction of the regulations.

The next port is

b. *Lattakia* (Pop. 10,000).

British Vice-Consul: Nicolas Vitali. This ancient city, though only a shadow of what it once was, possesses still some commercial activity. It exports grain, tobacco, sponges, silk, oil and several other products; the tobacco is celebrated in all the markets of the Levant, and is even exported to England.

Means of Communication.—Steamers of the *Messageries Maritimes* and of the *Russian Company* call on alternate weeks; English steamers also call frequently, especially those of the *Bell's Asia Minor S. Company*.

The journey from Lattakia to Aleppo can now be made on horseback in 4 days of 8 hrs. each, and when the

road is finished as far as *Djesser Shogour*, the time will be reduced to 24 hrs.

It stands upon a rocky promontory projecting 2 miles into the sea, with an elevation of from 100 to 200 feet.

The harbour is at the N.W. angle of the promontory, about $\frac{1}{2}$ m. from the town. It is a deep oval-shaped cove, nearly encircled by high banks of rock. The narrow entrance is made still narrower by a pier on one side, founded on granite columns, and a projecting Saracenic tower on the other. Only small vessels can enter the harbour, and the anchorage outside is not very safe, especially during the winter months, when the steamers are sometimes unable to touch. About 4 m. north is a harbour called *MINET EL-BAIDA*, the *white harbour*, where the anchorage is excellent; with a comparatively small outlay it could be made capable of containing a considerable number of large vessels.

Amid the labyrinth of modern houses in the town, are some few remains of ancient grandeur. A square structure near the S.E. quarter is curious. It looks like a triumphal arch. Each side measures about 50 ft., and is pierced by a large arch; the angles are ornamented with pilasters. Above are a pediment and entablature ornamented with representations of shields, helmets, coats-of-mail, &c. The arches are filled in with modern masonry, and the whole is occupied as a dwelling.

Near this monument are 4 Corinthian columns, with their entablature perfect. The building to which they were attached is gone. In other parts of the town are granite columns and hewn stones in abundance. The surrounding rocks and cliffs are filled with rock-tombs, some of which are very large. It is quite possible that this port, or rather *Minet el-Baida*, may be selected as the starting point of a railway; the climate is excellent and the plain extremely fertile.

About 35 m. N. of Lattakia, is the mouth of the *ORONTES*, and a little farther on the ancient port of *SELEUCIA*, built by Seleucus Nicator, the first of the Seleucidae. It is one of two sites

proposed as the terminus of a railway from the shores of the Mediterranean along the Euphrates Valley to the Persian Gulf. At present there is neither harbour nor sheltered roadstead. The ancient harbour was a great dock excavated in the plain, and connected by a canal with the open sea; altogether it was one of the most remarkable works of the kind on the Syrian coast.

A short distance E. of Seleucia is the village of SWEDIYEH, where a little Paradise was created by the late Mr. Barker, formerly English Consul at Alexandria. Now it is utterly neglected.

[From the Ruins of Seleucia to Antioch is a ride of 5 hrs. This capital of the Seleucids, the third city of the Roman Empire, where the name of CHRISTIAN was invented, has dwindled down to the miserable little Arab town of *Antakia* of 6000 inhabitants.]

c. Scanderoon, or *Alexandretta*.

British Vice-Consul: Mr. Augustine Catoni.

Alexandretta is the port of Aleppo, of Southern Armenia and of Mesopotamia, and it is a station of the British, French, and Russian mail steamers; it is also very frequently the winter anchorage of the British men-of-war, stationed on the coast of Syria and at Cyprus. The anchorage is excellent, and it and the bay of Ayas are the only places on the coast of Syria and Caramania, capable of containing a large fleet in safety.

The road which traverses the defile of the Amanus is now, as of old, the great highway by which the trade of the interior passes to the sea.

In virtue of its unrivalled geo-

graphical position it will very probably be selected as the terminus of the Euphrates valley railway. Even now negotiations are going on at Constantinople for a railway from Alexandretta, passing Aleppo to Meskene, on the Euphrates (a distance of 150 miles), from which point the river is navigable for steamers of a high draught of water.

The town of *Alexandretta* has recently made great progress. Some new stone houses have been built along the sea-shore, the streets have been paved, and although it is still very unhealthy, owing to the pestilential marshes behind it, these could be drained for a comparatively small sum. It is surrounded by a magnificent and picturesque chain of mountains abounding in perennial springs and beautiful forests teeming with game.

A new *Khan* has been built at *Afrin*, half way to Aleppo; thus the journey to Aleppo can be broken conveniently at that place, and made in two days. By the way of Antioch, it requires 3 days and 9 hours each.

d. On the opposite side of the Gulf, and at a distance of about 30 m., is the *Bay of Ayas*, by far the safest anchorage on the coast of Syria, where the ships of war stationed on the coast usually winter. Ayas is a wretched village, but the surrounding country abounds in game of all kinds,—wild boar, gazelles, francolin, red-legged partridges, hares, woodcock, snipe, wild fowl, &c.; it is therefore a favourite spot with yachtsmen and the officers of H.M. ships.

The climate, however, is very unhealthy during the summer and autumn, and is only safe from the end of November till about the middle of March.

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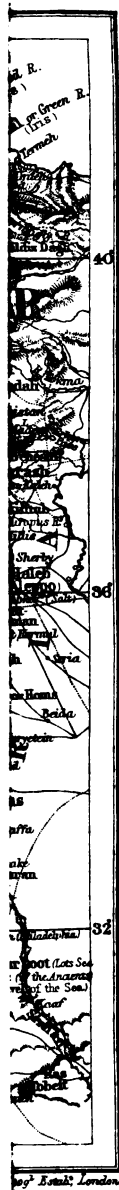
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and return the same way. Steamer of Bell and Co. once a fortnight from Smyrna to Mersina, calling at Adalia.

Means of Travel in the Interior.—There is now a good road, and carriages can be hired at Mersina, Tarsus, and Adana. The traveller may thus reach Tarsus in 3, and Adana in about 6 hrs.

b. Tarsus. (Pop. 30,000.)

This once proud capital, which was ranked by Strabo above even Athens and Alexandria, still retains its name almost unchanged, though not a fourth part of its ancient size, and none of its former magnificence.

The river Cydnus, which in the days of Cyrus and Alexander flowed through the city, now holds its course $\frac{1}{2}$ m. to the E. No inscriptions or monuments of beauty and art are to be found here. There is an ancient Armenian church, now used as a mosque.

The chief object of interest, however, is the **DUNER TASH**, situated S.E. of the town, and supposed by M. Langlois to be the *Tomb of Sardanapalus*, who founded the city. It is formed of huge masses of concrete, once, no doubt, faced with cut stone; the interior of the walls show traces of having been lined with slabs of stone or marble, very probably sculptured like an Assyrian palace. It is a parallelogram, about 300 ft. long by 150 broad, the enclosing walls, which have the appearance of an inverted flight of steps, being nearly 23 ft. broad. Within, at the two narrow ends of the rectangle, are two square masses of concrete, which may have been pyramidal, and have served as the bases of statues. Traces are visible of a covered passage, which probably ran all round the structure. The interior of the monument has been converted into an Armenian burial-ground.

The land around is very fertile, yielding all kinds of grain in abundance, which is exported to various parts of Europe. Copper from Maden; cotton and gallnuts from the mountains are staple commodities.

It was in Tarsus that Alexander

nearly lost his life by bathing in the Cydnus, and that Mark Antony had his first interview with Cleopatra. It was called Juliopolis, in honour of Julius Caesar, who spent some days here; and Augustus made it a free city. It is uncertain at what period it became a Roman colony. St. Paul, who was born here, was a Roman citizen, but it is probable that this was by virtue of some hereditary right, and not as a denizen of Tarsus.

c. Adana, British Vice-Consul: Lt. F. Bennet, R.E. (3 hrs. from Tarsus by coach), retains its ancient name, and is situated on the W. bank of the *Sihoun*, the ancient *Sarus*. It is still a considerable town, and the capital of a vilayet, including the chief part of Cilicia proper. Next to Tarsus, it was the most flourishing town of Cilicia. The modern town is partly situated on what appears to be an artificial mound, surrounded on all sides by groves of fruit-trees and vineyards. The plain on every side is extremely fertile. The town is large and well built, and the population, composed of Turks, Armenians, and Ansariyeh, is nearly equal to that of Tarsus. A bridge over the Sihoun-chai is said to have been built by Justinian. A part only of the ancient *Walls* remain.

Two hours' ride W. from Mersina is **Soli**, the ancient *Pompeiopolis*, horses to visit which may be obtained at Mersina. Many columns bordering the principal street are still standing. The arrangement of a fine street with colonnades on each side is nowhere seen to greater advantage. There were about 200 in all, with Corinthian and Composite capitals, and with consoles attached to them, as at Palmyra, probably to support galleries or statuary. There are several inscriptions on these. There are many ruins of the time of Diocletian. The port was a beautiful artificial basin with parallel sides and circular ends, now filled up with sand and petrified beach. There are also the ruins of a theatre.

The ruins of Soli are distinctly seen from the deck of the steamer. Beyond

this the coasts of Karamania and Lycia are magnificently fine, full of ancient ruins of the greatest interest, but it is beyond the limits of this work to describe these in detail; we confine ourselves to indicating a few of the points of the greatest interest, such as may possibly be seen from the deck of a passing vessel, leaving the traveller who may desire to visit them to consult the literature on the subject before quoted.

d. *Ayash*.—The ancient *Sebaste*. For several miles on each side of it the coast presents a continued series of ruins, all of which being white, give to the country an appearance of splendour and populousness, very different from its real condition.

e. *Agha Liman*, a small sheltered bay, once the harbour of *Selefkah* (anc. *Seleucia*), the remains of which are 9 m. inland. Here the general aspect of the country begins to change, and the high mountains approach the coast. Between *Agha Liman* and *Cape Cavaliere* is the ISLAND OF PROVENÇAL, called by the Turks *Manarata*, once occupied by the Knights of St. John. It is high and precipitous towards the sea; on the other side there is a profusion of ruined buildings. A citadel crowns the highest point.

f. *Cape Cavaliere* is a noble promontory, whose white marble cliffs rise perpendicularly from the sea to a height of 600 or 700 ft. Every accessible point of the peninsula has been defended by walls. The contortions in the strata are most curious.

g. *Chelindreh*, a small but strong port, the ancient *Celenderis*. In front of it are three small islands.

h. *Cape Anamour* terminates in a high bluff knoll, one side of which is inaccessible, the other has been fortified by a castle and outworks, with walls descending to the shore; 2 aqueducts at different levels, winding along the hill for several miles, supplied this fortress with water. Within the walls

are the ruins of 2 theatres, and outside a vast necropolis of solidly constructed tombs. The place is quite deserted, but there is a castle and village 6 m. to the E. This cape is the most southern point of Asia Minor.

The hill and *Cape of Selintz* rise steeply from the plain on one side, and break off with a chain of magnificent cliffs on the other. On the highest part of these are the ruins of a castle which commanded the ascent of the hill in every direction, and looked perpendicularly down into the sea. The view from it is very extensive, and Cyprus can be distinctly seen on a clear day. There are many important remains on the summit of this hill, at its foot, and lower down the river to the W., amongst which is a long ruined aqueduct on arches. This was the ancient *Selinus* which, after the death of Trajan, assumed the name of *Trajanopolis*.

i. *Side* was the chief port of Pamphylia, and bore a very evil reputation till the 10th century. The city stood on a low peninsula, and was surrounded by walls, parts of which are still perfect. The theatre is one of the finest in Asia Minor. There are vast numbers of other ruins, but they are much overgrown with tangled brushwood.

k. *Adalia* (*British Vice-Consul: A. Kenn, Esq.* Branch of Ottoman Bank. English steamer from Smyrna once a week), at the head of the Gulf of Pamphylia, is beautifully situated round a small harbour. The streets appear to rise behind each other like the seats of a theatre, and the whole is surrounded by a ditch and triple wall strengthened by square towers. The country round is fertile and well watered. The town contains numerous fragments of ancient buildings and inscriptions. The extensive ruins of *Perge*, 3 hrs. from *Adalia*, can be visited in a day. This is an excellent place for sport, especially for francolin. Other easy excursions may be made to *Syllæum*, *Aspendus*, and *Termessus*.

for which horses can be hired at Adalia.

l. Sailing S. along the western shore of the Gulf, the great mountain of *Takhtalu* is seen rising as an insulated peak 7800 ft. above the sea. The more distant mountains of the *Taurus* range behind it, are not less than 10,000 ft. On a small peninsula at the foot of *Takhtalu* are the remains of the city of *PHASELIS* with its three ports and lake, as described by *Strabo*; the latter is now only an unwholesome swamp.

m. 5 m. S. of this is the village of *Deliktash*, consisting merely of a few huts, but behind it is the mountain containing the famous *Yanar*, or *Chimæra* fire, mentioned by *Pliny*, who says that "Mount *Chimæra* near *Phaselis* emits an increasing flame that burns day and night." It is about 2 m. inland, amongst the ruins of what may be a temple of *Vulcan*. The principal flame proceeds from behind an arched opening in the rock, and smaller flames dart out from crevices, around the larger one; a second flame issues from a pit close by. Captain *Beaufort* mentions having seen the light distinctly from the deck of his vessel.

A little farther S. is the majestic peak of *Ardasan*, whose white marble cliffs rise perpendicularly from the sea to the height of 600 or 700 feet. They are crowned with pines; and in the distance still loftier mountains rise, whose tops, generally streaked with snow, exhibit every variety of outline and effect.

Still further S. is the island of *Garambusa* (the *Crambusa* of *Strabo*), which is separated nearly in two parts by a chasm, under which is a natural tunnel or cave containing deep water.

This part of the coast terminates in *Cape Khelidonia*, the ancient *Promontorium Sacrum*, off which lie 5 barren islands.

Rounding this cape, and continuing to the W., is the Island of *Kakava*, pronounced by the Turks *Kekyova*, in front of a spacious bay, with numerous

small islets, a favourite resort for *Levant* cruisers. A little to the E. is the *Andraki* river, 3 m. up which are the ruins of the city of *MYRA*.

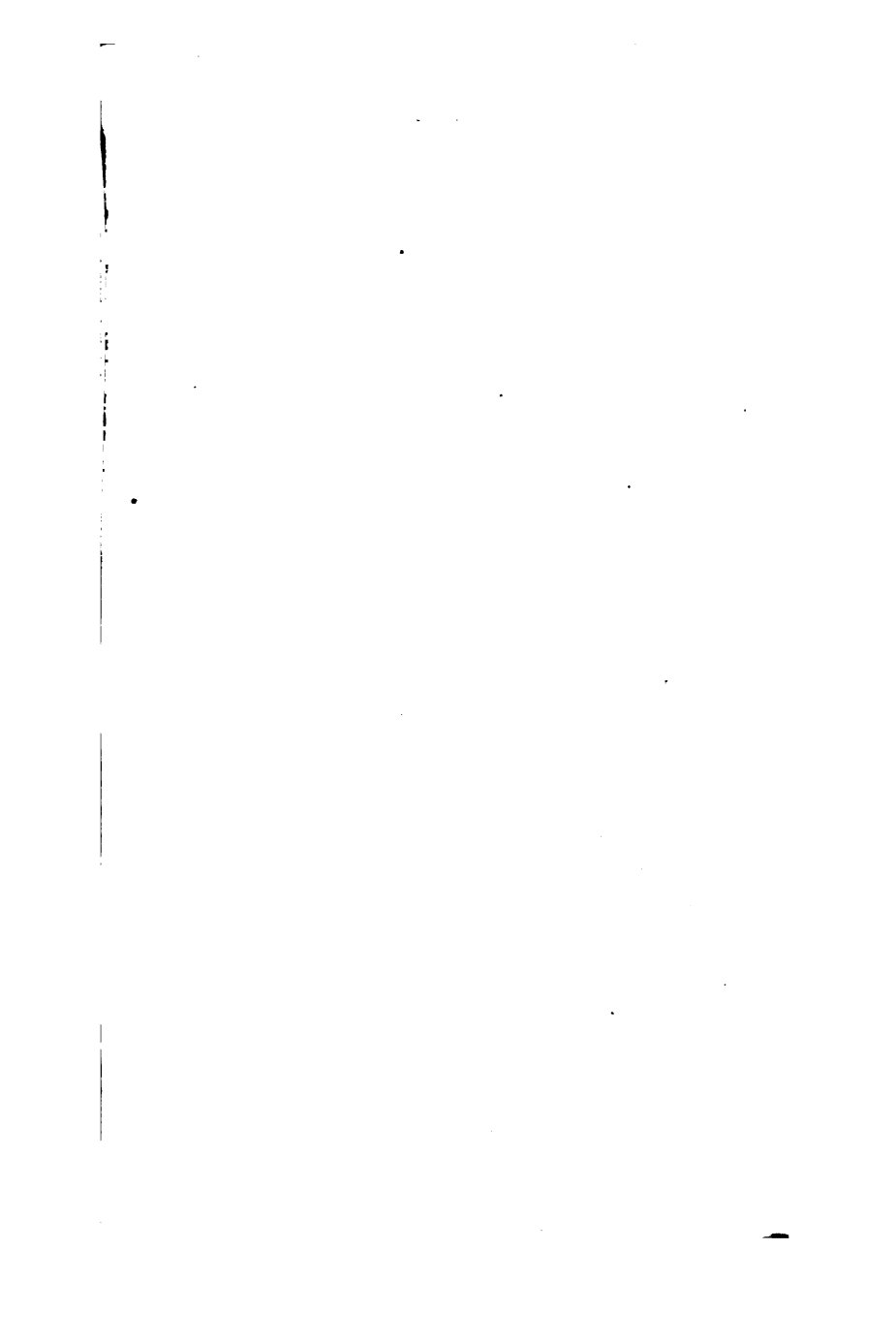
n. *Casteloriso*, or *Castel Rosso*, the ancient *Megiste*, is a small barren island, though the largest on the coast of *Lycia*. It has a fine old castle, built by the *Knights of St. John*, when they held *Rhodes*, from which it is only 60 m. distant. The population of the island is 6000 or 7000, nearly all the males being sailors. It forms the W. side of a gulf crowded with small islets and rocks, from which run into the land two spacious harbours, *SEVEDO* and *VATHY*; the former especially is safe and commodious, and a tongue of rock projecting from the land forms a natural pier. At both are numerous rock-sepulchres, and at *Vathy* the remains of a considerable theatre.

Yedi Booroon, or the Seven Capes, is a knot of high and rugged mountains, the ancient *Mount Oragus*, the abode of the fabulous *Chimæra*. At the foot of these mountains the river *Xanthus* winds through an extensive valley, and a little farther to the E. the ruins of the city of *PATARA* stand near the shore; the harbour is sanded up, and the place uninhabited.

o. The coast thence takes a northerly direction leading to *Makri*, the ancient *Telmessus*, the most perfect natural harbour on the S. coast. The scenery is very beautiful, and there are many tombs and other ruins, which are amongst the most remarkable monuments in *Asia Minor*.

Passing thence between *Rhodes* and the mainland, the yachtman will find an excellent harbour at *Syme* (*q.v.*), after which he rounds the long peninsula, 90 m. in length, terminating in

p. *Capo Krio*, or *Kavo Krio*, where are the ruins of *Onidus*. Mr. *Newton* made extensive excavations here in 1857-58. *Onidus*, like many other Hellenic cities, was originally built on an island close to the mainland;



SMYRNA

for Murray's Handbook.



W. Weller

this is now united to the western extremity of the Doric Chersonese. Projecting far beyond the adjacent coast, this cape forms a well known sea-mark for the navigation of the Archipelago. The city subsequently extended to the mainland, and the outline is still quite easily traced. Near it was found the colossal lion now in the British Museum.

On the opposite coast of the Gulf of Kos is

q. **Boudroum**, the ancient *Halicarnassus*, beautifully situated on the shore of a small bay, divided into equal parts by a promontory, on which stands the stately castle, a worthy specimen of the military architecture of the Knights of Rhodes. The tower at the S.E. corner was probably built by Englishmen, as it contains the arms of Edward IV. and of the different branches of the Plantagenet family, together with many other English coats sculptured in a row above the door. Here were born Herodotus and Dionysius the historian; and here stood the tomb of Mausolus, one of the ancient Wonders of the World, erected by Artemisia his sister and queen, whose pious act has conferred her husband's name on every *mausoleum* which has been erected since. This magnificent monument was brought to light by Mr. C. T. Newton in 1857–58, and all its principal parts are now in the British Museum.

Thence, threading its way amongst the Sporades (*q.v.*), the imaginary vessel whose course we have been following will enter the beautiful Bay of Smyrna, a striking contrast to the apparently barren and uncultivated islands which it has left behind.*

Quite at the bottom of the W. shore of the gulf is the Bay of Vourla, one of the finest harbours on this coast, and the frequent resort of the British and other fleets. The town of Vourla is about 3 m. from the Scala; it is a thriving little place, the centre of the

Sultana raisin trade. Close to the Scala is an island, the site of the ancient *Clazomenæ*, now used as a lazaretto.

r. **Smyrna**.* (Pop. 175,000.)

English Consul: George Dennis, Esq.

Vice-Consul: S. Jolly, Esq.

Inns: *H. des deux Augustes*; *Hotel de la Ville*; *H. Mutter*; *H. des Quais*; *H. d'Egypte*. All on the quay. The first is reputed the best.

Churches.—The English ch. is in the Consulate, where the Consular chaplain, Mr. Bainbridge Smith, officiates every Sunday morning. There are also in Smyrna, Anglican and Scotch missions to the Jews, and Anglican churches at Bournabat and Boujah. There is a Protestant cemetery outside Caravan Bridge, and similar cemeteries at the villages of Bournabat and Boujah. The local churches are scarcely deserving of inspection. Though next to Constantinople, Smyrna contains the largest Greek community in Turkey, the cathedral of St. Photini, is remarkable only for the redundancy and wretched taste of its ornamentation. The Armenian cathedral is spacious and of a purer style of architecture, and more Western in character than the orthodox building.

The Roman Catholic clergy are numerous; but the cathedral and churches, in conformity with Greek and Armenian prejudices, have hardly an image.

Means of Communication.—Smyrna may be reached by steamers from Liverpool, London, Marseilles, Brindisi, or Trieste, and has direct communication by steam with the principal seaports in the Levant. Lines of mail steamers, French, Austrian, Russian, and Egyptian run every week, northward to Constantinople, and southward to Syria and Egypt. There is also frequent communication with Athens, *via* Syra, and with Italy touching at the Piræus, or Corfu.

* Murray's Handbook to Turkey in Asia.

* C. T. Newton, 'History of the Discoveries at Halicarnassus,' &c., 1863. *Idem*, 'Travels and Discoveries in the Levant,' 1866.

Steamers can easily *coal* here. Cost 35 to 40 francs per ton.

Carriages may be hired at the Fassoullah Square, on the quay, or near the Konak.

Horses can be hired at the Turkish Khans. Any one intending to make a tour into the interior ought to bring his saddle from Europe.

Donkeys, which are much used by both sexes, are always on hire in Caravan Bridge road, and can be sent for from the hotel.

Boats or *Caiques*, can be hired anywhere along shore.

A *Railway* runs from Smyrna to Aidin, a distance of 81 m. It has lately been extended to Nazli and Kuyujak, 26 m. farther up the valley of the Mæander. Another line, skirts the northern shores of the Bay, and then runs eastward on the banks of the Hermus to Magnesia, Cassabá, Sardis, and Ala Sheir, the ancient *Philadelpheia*.

The best guide to Smyrna, to the Seven Churches, and indeed to any part of Asia Minor, is George Phedros, a Greek, educated in England, who speaks English, French, Italian, Greek and Turkish. He is thoroughly honest and trustworthy, and may be heard of at the British Consulate.

From the earliest antiquity Smyrna has been one of the richest and most important cities of Asia Minor; after the introduction of Christianity, it figured as one of the Seven Churches referred to by St. John in the Apocalypse, and here its first bishop, St. Polycarp, suffered martyrdom.

It followed all the vicissitudes of the Byzantine empire. The Knights of Rhodes held it for 57 years; these were expelled by Timour and his Mongol army in 1402, and it was finally annexed by the Turkish Sultans in 1419.

Smyrna, though badly drained and exposed to the miasma of the Meles valley, is not unhealthy. It is refreshed during the afternoon by the *imbat*, or sea-breeze, which drives off the noxious exhalations.

The lower slope of Mount Pagus is occupied with the quarters of the Turks and Jews, which extend down into the plain. There is now no well-defined separation of quarters. The Armenian quarter lies in the plain near the Cassabá railway terminus, and adjoins the Turkish and Greek districts, but the wealthiest Armenians generally reside in the Frank quarter. The Greeks occupy the main body of the city. There is now no proper Frank quarter. The European shops and counting-houses are in Frank Street, but the Europeans who do not reside in the neighbouring villages of Bournabat, Boujah, or Ghios-Tépé, inhabit that quarter of the city which stretches along the shores of the bay to the N.E., and in which the European Consulates are situated. The bazaars lie at the southern end of Frank Street, between the Turkish and Jewish quarters, and are interesting to strangers from their picturesque character, and the numerous objects of Oriental manufacture exposed for sale. Gold lace trimmings are almost the only speciality of Smyrna there displayed.

The mosques are numerous, but not remarkable. Access to them can generally be obtained by foreigners by means of *backsheesh*.

There is a tolerably large theatre, the *Teatro Cammarano*, in the street opposite the British Consulate, where Italian operas are performed during the winter. In summer, operas are performed in the open air at the Alhambra, a *café chantant* on the Quay.

Smyrna possesses a peculiar institution in its Casinos, or family clubs, founded by the English in the last century. Of these, among others, are the European Casino, comprising members of all Christian nationalities and races, but principally Levantines and Armenians, and the Greek Casino, supported by the Greeks. A stranger can get admission to these casinos on the application of a friend; and, in the ball-season, will probably receive invitations for himself and family.

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PLAN OF THE RUINS OF EPHESUS

1000 Scale 3000 Feet



Engraved by J. & C. Walker.

are Turkish, Jewish, Armenian, Greek, and Levantine weddings. At the former, Gipsy and Jewish singing and dancing women are called in.

The *Quay*, recently constructed of massive stonework, 60 ft. wide and nearly 2 m. in length, is the favourite promenade in the evenings, and in summer up to a late hour at night. The numerous cafés along it are brilliantly lit up, and form the rendezvous of motley costumed crowds, while strains of oriental as well as European music and the bubbling of *nargilehs* are heard on all sides.

Beccafico-shooting is obtainable in the fig season. Partridges and hares are to be found in all districts. In hard winters there is abundance of snipe, woodcock, and wild fowl, for which the Smyrna and Aidin railway stations afford some chance, but the whole country in the Smyrna district is beset by numerous small-bird shooters.

Wild boar can be got in the valleys. Leopards are sometimes found.

There are no accurate statistics of the trade of Smyrna, but it is estimated that the annual exports and imports together amount to from 8 to 10 million pounds sterling, according to the condition of the crops. The place itself produces nothing, and its large population is maintained exclusively by the commerce which its fortunate position commands for it. It is the chief place of export for figs, raisins, valonia, madder, opium, liquorice, &c.; and though, by the rise of other places, it has lost some of its ancient trade, yet, by the development of its resources, the value of it has increased.

It is a great emporium for Turkey carpets and rugs. They come from Onahak, Koula, Ghiordes, Kedos, and other towns in the interior. Persian carpets are also on sale at the Persian Khan.

MOUNT PAGUS AND THE ACROPOLIS.

MOUNT PAGUS is about 500 ft. high, and may be ascended either on foot or on donkeys. On the summit are the ruins of the ACROPOLIS, chiefly the work

of Byzantine emperors, but on the S. side based on the massive regular masonry of the Macedonian period.

Within the walls are a ruined *mosque* (formerly a church, in which Polycarp preached) and a reservoir.

Below this are the ruins of the *theatre* destroyed by an earthquake, and to the west the site of the *stadium* where Polycarp was murdered; the position of his supposed *tomb* is marked by a cypress.

Below on the skirts of the city are the *Gipsy Quarter* and the *Negro Quarter*.

From the Acropolis splendid views are obtained of Smyrna and its environs.

About a mile inland of Smyrna, and in the immediate vicinity of the Halkabounar station of the railway to Bour-nabat, are the ruins of DIANA'S BATH, or temple, from the centre of which springs of water issue so abundant as to form from their very source a stream navigable by barges.

EXCURSION TO EPHEBUS.*

At 48 m. on the Aidin Railway is *Ayasolook*, between which and the sea are the ruins of *Ephesus*. Horses and refreshments can be obtained at the railway station. Or the ruins may be visited by landing from a yacht in the Bay of *Scala Nova*, arrangements having been previously made to have horses in readiness.

The railway passes along the eastern extremity of Ephesus, and sets down passengers at the modern village of Ayasolook, about a mile distant from the ruined city. The village stands on the slope of a little hill, which is crowned with the ruins of a large ancient castle. At the foot of this hill, in a deep pit only a few hundred yards from the station, are the remains of the great temple of Diana, one of the largest, most celebrated, and most magnificent in the world; its exploration by Mr. Wood is a triumph of archæological skill and industry.

* Consult J. T. Wood's 'Discoveries at Ephesus,' 1877.

A visitor wishing to stay to examine Ephesus more closely, will find a small but fairly comfortable hotel near the rly. station; in summer Ayasolook is very feverish, and it is better to stay at Azizieh, the next station, which is 700 ft. high and very healthy, and the houses are good.

Ephesus stands out conspicuously as one of the cradles of Hellenic mythology; as the metropolis of the Ionian confederacy, next to Athens, as remarkable for being the scene of memorable events, for having the great School of Art, and as being, next to Jerusalem, the holiest of Christian cities, and the most noted in apostolic labours.

If the glory of Ephesus was great, its ruin is remarkable. What remains attests its vastness, but of that magnificence nought but fragments exist. Though the site is utterly desolate, the ruins of the great theatre, stadium, gymnasia, and other structures are highly picturesque and full of interest for the antiquary and artist.

It is beyond the sphere of the present work to enter into a detailed account of the ruins of Ephesus, but the plan of the locality will suffice to enable the traveller to find his way to all the most important points.

From Ephesus the traveller should proceed along the line to Aidin (*Vice-Consul*: Lt. H. Chermiside, C.M.G., R.E.), a thoroughly Turkish town of 40,000 inhabitants, picturesquely situated at the foot of the terrace on which lie the ruins of the ancient *Tralles*. The ruins of *SARDIS* and *PHILADELPHIA* are equally accessible by the other of the two Smyrna railways.

Another excursion may be made to *FOKIA*, which has retained its ancient name, *Phocæa*. It has a magnificent natural harbour. The town is surrounded by walls which appear to be of the Byzantine period.

After leaving Smyrna, we propose taking the traveller direct to Constantinople, leaving the various objects of interest in the Dardanelles, &c., for the return voyage thence. The distance is 300 m., and the mail steamers usually occupy 24 hrs. in making it.

The return voyage from Constantinople to Smyrna by French steamers only occupies 24 hrs.

The space at our disposal will admit of a minute description of this great city. We must, as in the case of Athens, Venice, and Naples, content ourselves with such a brief note which may enable the passing visitor to rapidly grasp what is best worth referring him for fuller particulars to Murray's 'Handbook for Turkey and Asia.'

TURKEY IN EUROPE.

24. CONSTANTINOPLE.

Hotels: *H. Royal* and *H. d'Angleterre*, kept by J. Logotheli; *H. Byzance*, Grande Rue de Pera; *H. Luxembourg*, same street; *H. d'Orléans*, near the Petits Champs; *H. de France*, R. Yeni Chartche; *H. de Hollande*, Grande Rue.

The hotels are all bad and the best is the *H. Royal*, but charges are enormous; the next are the *H. d'Angleterre* and *H. Byzance*. The only reasonable hotel is that kept by Mrs. Pet. Therapia on the Bosphorus.

Commissionaires from all nations board the steamers arriving in the harbour; passengers had better refer all arrangements to them.

English Church service at the bassy chapel, and at the Methodist church, Pera.

Means of Communication.

A steamer of the *Messageries Maritimes Co.* leaves Marseilles on Saturday for Constantinople, one week via Syra and Smyrna, the other via Naples and the Piræus. They have also a line thence along the coast of Syria to Alexandria.

The *Fraisinet Co.* has two lines leaving Marseilles on Wednesday and Sundays.

The *Austrian Lloyd's Co.* have

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Edw. A. Weller

line leaving Trieste every Saturday at 10 A.M., arriving on the following Friday; also one thence to Alexandria.

The *Florio Co.* have vessels running from Marseilles every Sunday, via Italy and Sicily.

The *Egyptian Mail Steamers* run between Alexandria and Constantinople.

Smith, Sundius & Co. have a fortnightly line from and to London.

The *Russian Steam Nav. Co.*, the *Messageries* and the *Austrian Lloyd's* have several lines between Constantinople, the Black Sea, and the Coast of Syria.

Coal obtainable about 40 to 50 francs per ton.

Constantinople was founded A.D. 330, partly on the site of the ancient Byzantium, by Constantine the Great, when he determined to remove the seat of government from the banks of the Tiber.

Ancient Byzantium was situated on the extremity of the promontory where the *Seraglio* now stands. No city in the world can boast so magnificent a position; commanding the navigation between the Euxine and the Mediterranean, and the converging shores of Europe and Asia, it unites the advantages of security and great facilities for trade with the most striking scenery. Nature has evidently intended it for the centre of a great empire.

We cannot give more than a very slight sketch of the strange vicissitudes which this celebrated city has undergone. It fell under the power of Rome, with the rest of the Grecian world, before the Christian era, and was made the seat of empire by Constantine in A.D. 330. It was besieged by the emperors Severus, Maximus, and Constantius. Justinian, A.D. 527-565, enriched and beautified the city. In 616 it was besieged by Chosroes II.; and in 626 by the Persians and Avars. In 668 the Arabs, for the first time, attacked Constantinople, but were baffled by the strength of its walls and the strange effects of the Greek fire. In the second siege, 716-718, they were again com-

pelled to retreat. In 865 took place the first expedition of the Russians against Constantinople; followed by a second in 904; a third in 941; and a fourth in 1043. In 1203-4, the Latin Crusaders, under Dandolo, the Doge of Venice, conquered and pillaged the imperial city, and set up Latin emperors of the house of the Counts of Flanders; but it was recovered by the Greeks in 1261. In 1422 it was besieged by Amurath II., called by the Turks El-Murad, and finally fell, on May 29, 1453, before the conquering sword of Mohammed II. Since that period it has been looked up to, both by Osmanlis and Greeks, as the seat of the supreme spiritual and temporal power of the Sultan and of the Greek Patriarch. The heir of the caliphs has become the heir also of the Cæsars. Constantinople has been besieged twenty-four times and taken six.

There is no lovelier scene on earth than that which opens up before the traveller as he approaches Constantinople from the Sea of Marmora: at once so bright, so varied in outline, so rich in colour, so gorgeous in architecture. On the left, washed by the waves, the quaint old battlements extend from the Seraglio point to the Seven Towers, a distance of nearly 4 m.; and over them rise in picturesque confusion the terraced roofs, domes, and minarets of Stamboul. To the right the white mansions, cemeteries, and cypress-groves of Skutari run away along the Asiatic shore eastward as far as the eye can reach. In the centre is the opening of the Bosphorus, revealing a vista of matchless beauty. The steamer glides on, sweeps round the Seraglio point, and drops anchor in the Golden Horn. The view here is grander still, and more interesting. On the S. rise in succession from the still waters of the inlet, the seven low hills of Old Byzantium, crowned with domes and tapering minarets, and buttresses, with fantastic houses, and shattered walls—all broken now, but which in the age of archers and Greek fire so often baffled Goth and Bulgar, Persian and Osmanli.

On the northern bank of the long 'Horn,' above the crowded buildings and Genoese tower of Old Galata, appear the heights of Pera, gay and fresh with the new residences of European ambassadors.

Facing the city and the mouth of the Golden Horn, on the Asiatic shore, lies Skutari, with its bright houses and monuments, and clusters of dark cypresses; and near it Kadikeni, now a favourite residence of Galata merchants, but once known to fame as Chalcedon. Looking northwards past the splendid portals of the Dolmabahçe palace, and the graceful minarets of the adjoining mosques, one sees a long reach of the Bosphorus, all aglow with palaces and gilded kiosks, and villas, and terraced gardens.

Nor is the scene less gay and animated on water than on land. Huge ironclads lie at anchor within a cable-length of the Sultan's palace; passenger steamers from every country in Europe are ranged in double rows opposite the quays of Tophane, the chief artillery store of Turkey; corn-ships from Odessa or the Danube lie side by side with graceful Greek feluccas and Turkish coasters; while hundreds of caïques flit here and there with loads of gold-bedecked Beys, or veiled women. There is no scene in the world like that around one in the Golden Horn.

Constantinople is made up of three cities, each of which; is in many respects entirely distinct from the others. Stamboul, the old city, occupies the site of Byzantium; on a tongue of land having the Sea of Marmora on the S., the Bosphorus on its eastern apex, and the Golden Horn on the N. It is about 14 m. in circuit, triangular in form, and the wall on the land side is 4 m. long. The Golden Horn is a deep inlet, half-a-mile wide where it joins the Bosphorus, and gradually narrowing as it curves up to the Sweet Waters some 6 m. distant. On its northern side, along the steep slopes, and over the summits of low rounded hills, are spread the suburbs

of Galata, Pera, and Tophane. On the eastern side of the Bosphorus, one mile from Stamboul and the same from Tophane, is the Asiatic quarter of Constantinople—Skutari.

New roads have been made in several directions, so that one can visit the chief points of interest in a carriage. There is also a tolerable carriage-road from the palace of Dolmabahçe over the hills to the Sweet Waters.

The principal hotels—indeed all the hotels frequented by European travellers—are in Pera, and most of them in the Grande Rue. The situation is high and good; but the approach to them on foot from the Golden Horn, and from all parts of Stamboul, is exceedingly disagreeable, being through the narrow, steep, filthy lanes of Galata. Of late great improvements have been effected, so that the hotels are rendered easy of access even for ladies. A carriage-road, somewhat steep and rough, but quite practicable, has been made from the main street of Galata to the Grande Rue of Pera, so that one can drive from the hotels to all parts of the city, including the principal mosques and places of interest in Stamboul.

Small steamers ply many times a day, from sunrise to sunset, along the shores of Constantinople and the Bosphorus, touching at all the principal places on either side the straits. They start from the Galata Bridge. The fares vary from 1 to 4½ piastres. It will be best to go up on the European side and return on the Asiatic, crossing the Bosphorus from Buyukdereh to Beikoa. Small steamers go up the Golden Horn, leaving the new bridge every 15 min., stopping at the *scalas* of the various quarters and suburbs.

The *Caïques* of Constantinople may be hired like hackney coaches in a European capital. The elegance of their construction, the extreme lightness of the wood of which they are composed, and the dexterity of the boatmen, cause them to glide over the smooth surface of the waters with great rapidity. The fares are moderate, and vary with the number

of pairs of oars; but when engaged for the day, or for an expedition up the Bosphorus, it is usual to make a bargain before starting. Caiques are always to be found waiting for hire at the landing-stages, but there are particular places for large and comfortable boats suited for ladies, and preferable to all those unaccustomed to caiques. *Considerable caution* must be observed, on entering a caique; to step in the middle, as, from the nature of their construction, they are easily upset. They have no seats, the passengers must be careful to sit at the bottom; and when once seated, much attention is requisite in every motion, as their narrowness hinders any steadiness on the water. And now that steamers and carriages are abundant, caiques may be dispensed with altogether, especially as they are the most uncomfortable boats afloat.

Horses.—The streets of Constantinople are, for the most part, narrow, dirty, and many of them extremely steep. To walk through them is difficult and unpleasant, and it is therefore usual to ride. For that purpose horses stand for hire at 6 or 7 francs a day, at a number of places where they wait for customers; the principal of these are at the hotels, at both ends of the new bridge, and at the Constantinople end of the old bridge, at the landings of Tophane, Dolmabahçe, Bağçe Kapoussi, Koum Kapou, Yeni Kapou, and Samatia, and near the outer doors of the principal mosques.

Carriages.—Excellent carriages can be had for hire, both open and closed. The ordinary fare is a mejideh (about 4 shillings) for a course, a half-mejideh an hour. It is always well to make a bargain beforehand. The hotel keepers and cicerones are able to procure superior carriages for parties wishing to engage them by the day.

Tramways.—There are now two lines, one in Stamboul, the other in Galata. The former runs from the

end of the bridge round near to Santa Sophia, and the At-meidan, and then along narrow streets parallel to the shores of the Sea of Marmora, terminating not very far from the Seven Towers. The Galata line commences at the end of the upper bridge, passes along the main street through Tophane, past the Sultan's palaces, and on to Ortaköy on the Bosphorus: both are dirty and uncomfortable.

Railways.—There is a short subterranean line from Galata to Pera. The only other one on the European side is that to Adrianople. The station is in Stamboul, not far from the lower bridge, whence it runs inside the old walls, close to the Sea of Marmora, to the Seven Towers, where there is a station.

The *Harbour of Constantinople* is a creek of the Bosphorus, fed by the waters of a small stream flowing from the W. between two promontories, and separating Stamboul from Galata and Pera. It obtained from the ancients, at a very remote period, the appellation of the Golden Horn. The precise origin of the name is undetermined.

This harbour, accommodating 1200 sail at the same time, is deep enough to float men-of-war of the largest size, which can moor close to the shore; the steepness of the banks, the great depth of water, and its being subject to no variation of tides, afford great facilities. The only inconvenience experienced by the shipping arises from the powerful currents which flow from the W. or descend from the N. The ships of the Turkish navy are moored above the second bridge, and in front of the dockyard in winter, but in summer in the Bosphorus.

A *Bridge of Boats*, afterwards replaced by iron pontoons, was first thrown across the Golden Horn in 1837, just below the Arsenal. It connects Galata with Stamboul; and crosses the Golden Horn close to the Mosque of the Valideh Sultan, connecting the eastern part of Galata

with Constantinople. A toll of 10 paras is paid for passing, and it is from this point that the daily steamers start from Skutari, the Bosphorus, and the Princes' Islands. The passage of these bridges is an achievement occasionally of some labour, on account of the crowd of persons and animals going to and fro.

A new bridge, with broad carriage-way, and spacious footpaths, is now, after a dozen years' labour, complete. It was planned and executed by English engineers.

The leading objects of interest in Constantinople are the bazaars, the mosques, the tombs, the Seraglio, the Hippodrome, the ancient Greek churches, the walls, and the cemeteries, including that of Skutari, where so many British soldiers lie buried. These can be seen in three days, when time is an object. The first day may be devoted to Galata, Pera, the palaces and the Sweet Waters; the second to Stamboul, and the third day to Skutari. But to those who desire a more thorough examination of the curiosities of Constantinople, a much longer time will be necessary. These objects of interest we shall briefly describe in the order in which we have given them.

A dragoman can easily obtain an order through H.M. Consulate to enter the Seraglio and mosques.

**GALATA—PERA—TOPHANE—KASSIM,
PASHA—HASKUI—EYOOR.**

Galata is the largest of the suburbs, and the principal seat of commerce for European merchants. It is separated from KASSIM PASHA on the W. by a cemetery, known as the Little Field of the Dead, or Petit Champ des Morts, and unites with TOPHANE on the E. The construction of the tramway along the principal street, and the improvements effected in a few other streets making them available for carriages, have greatly contributed to the comfort and convenience of both travellers and residents.

One of the most striking features

of Galata is its ponderous and lofty Tower, of ancient Genoese construction, which rises to a great height above the crumbling walls, and upon the summit of which a watch is constantly kept to give the alarm in case of fire. The *Seraskier's Tower*, on the opposite side of the Golden Horn, was built at a later time to answer the same purpose. No finer view can be obtained than from the summit of the tower of Galata, which is crowned by a battlemented and projecting gallery.

Pera, or BEY OGHLOO, crowns the summit of the promontory on which the suburbs of Galata and Tophane are situated. It is the headquarters of diplomacy, and is chiefly inhabited by Franks, who are amenable to the laws of the nation to which they belong.

On the slope of the hill of Pera stands the *English Memorial Church* (Christ Ch.), erected to commemorate our countrymen who fell in the Crimea. The Rev. Chas. Geo. Curtis is the chaplain, appointed by the S.P.G.

In the High Street is the chief *tekeh* or *Convent of Dancing Dervishes*, or *Merleviyeh*, so called from their founder, *Merlana Djelal-ed-din*, one of the most important of all the orders of Oriental illuminati.

On the N.E. outskirts, near the artillery barracks, are the Catholic and Armenian burial-grounds. The neighbourhood of these cemeteries, called the Grand Champ des Morts, also commands a most glorious and extensive view towards the Bosphorus on the E. It is the favourite resort of the inhabitants of the suburbs.

Tophane (*Top-Khaneh*, or Arsenal) is the smallest of the suburbs, forming a continuation of Galata, and thence sweeping round the E. point of the peninsula to the Bosphorus. The *Artillery Barrack*, a fine building, is situated here, at a short distance from the sea. Near the landing-place (*Iskeleh*) at Tophane, caique-building may be seen in all its branches, the peculiar cars being manufactured with the most primitive tools. A fine

wide street has been opened between Galata and Dolmabahçe, passing through the centre of Tophane. Along it runs the tramway line to Beşiktaş on the Bosphorus.

Kassim Paşa is an extensive suburb W. of Galata and Pera, from which it is separated by burying-grounds. It extends a considerable way inland, and possesses few attractions to a stranger.

The village of Eyüb, a picturesque suburb, is situated on the opposite side of the Golden Horn, beyond the walls of Stamboul; it is surrounded by gardens and Turkish cemeteries, thickly planted with cypress-trees. It takes its name from Eyüb, the standard-bearer and companion in arms of the Prophet Mohammed, who was killed at the first siege of Constantinople by the Arabs, A.D. 668, and is said to have been buried there.

In the *Mosque of Eyüb* the Osmanli Sultans are installed by girding on them the sword of Osman, the founder of the monarchy, by the hand of a Mevlevi dervish from Konia. The mosque is constructed of white marble, and no Christian is allowed to enter it. As a place of sepulture, Eyüb is held in high veneration, and its cemeteries, mausoleums, &c., are the most remarkable of any near the capital for their beauty of decoration.

From the hill above Eyüb may be obtained one of the finest views of the Golden Horn.

STAMBOUL, OR CONSTANTINOPLE PROPER.

STAMBOUL not only occupies the triangular promontory which alone formed the imperial city of Constantinople, but extends beyond it. Its N. boundary is the Golden Horn; the S. shore is washed by the Sea of Marmora. A triple line of walls extends across the land on the W. side from sea to sea, and its E. point forms the entrance to the Bosphorus.
[Mediterranean.]

Within the circuit of the walls of Stamboul are comprised the chief objects of interest—nearly all the royal mosques, all the *turbans* or tomb-houses of the royal race, the baths, khans, principal bazaars, and the public offices of Government. An order must be obtained for the Seraglio and the mosques.

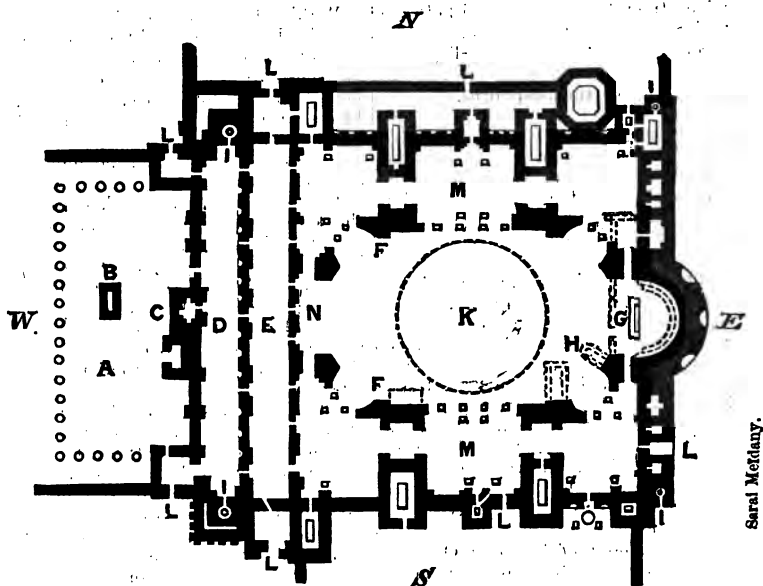
In the Fanar, or Greek quarter, the Greek patriarch and some principal families reside. From this place is taken the name of Fanariotes, or Greeks employed in the Turkish administration and principalities. Almost all the private houses stand within an area, and they are more Oriental in their construction than those of the suburbs.

On Tuesday, Sept. 5, 1865, a fire broke out in the quarter near Demir Kapou, which destroyed nearly one-fifth of Stamboul before its ravages were arrested. Instead of the former wooden edifices, the Government has determined that only stone or brick buildings are to be constructed. Good streets have been formed in some parts of the devastated area, and the process of reconstruction is proceeding slowly.

The whole city is enclosed by walls, once formidable for their strength, but left unrepared, and ruinous at nearly every point, especially the water side. They were founded by Constantine the Great, and rebuilt in great part by Theodosius and his successors. They extend along both shores, close to the sea, and in some parts the foundations, which are very solid, are under water.

The line of defence, from the Seven Towers on the Sea of Marmora to the shore of the Golden Horn, presents such a scene as is not surpassed elsewhere in the world for beauty and desolation. It affords a good example of castellated and mediæval architecture. The road runs along the edge of the moat, which bounded the outer wall, within which were two others of far greater strength and magnitude, now in a state of great dilapidation.

The Seraglio is no longer used as



Street leading to the Babi Humayoun, Sublime Porte, and Old Seraglio, and westward to the At-meldan and the Mosque of Ahmed.

PLAN OF THE MOSQUE OF ST. SOPHIA.

- | | |
|---|--|
| A Officers' Court. | H The Mihrab, where the Koran is kept. |
| B Aldash house. | I The four minarets. |
| C Ancient belfry. | K Circumference of the dome. |
| D and E 1st and 2nd porch, or narthex. | L The outer doors. |
| F Formerly the Emperor's and Patriarch's seats. | M The side galleries. |
| G Formerly the altar. | N Front gallery. |

the Sultan's palace, and is in a neglected and desolate condition. Its principal entrance is the *Bab-i-Hamagoun*, the far-famed *Sublime Porte*. Much that was interesting in it was destroyed by the fire of 1868, and only the *Library*, *Throne Room*, and several fine *Kiosks*, the *Mint*, the *Church of St. Irene* and the *Museum of Arms* remain.

The Mosques.—Independent of the principal churches which the Turks appropriated to their own worship, there are in and about Constantinople at least 100 mosques, all copies, more or less modified, of St. Sophia.

Not one of these is a pillared court like those of Egypt or Syria, nor an arcaded square like those of Persia or India, none even extended basilicas like those of Barbary or Spain. Not a single Christian copy of St. Sophia exists in the world, but the Turks saw and seized its beauties at a glance and made its architecture their own.

AYA SOPHIA, or *Santa Sofia*, was the Cathedral of old Constantinople, founded by Constantine in A.D. 325, and rebuilt and embellished by Justinian in 538; all the finest temples of Egypt, Syria and Greece being put under contribution to supply the

splendid materials with which it was constructed. The form of the building will be gathered from the accompanying plan (p. 98); our limits will not permit us to attempt a description of it.

Of all the edifices built expressly as mosques, the *Suleimanieh*, or *Mosque of Suleiman the Magnificent*, is the most beautiful. It has been accurately drawn and described by Fergusson in his 'History of Architecture.' It is apparently built after the pattern of St. Sophia, but with the wish to surpass it; and as regards the regularity of the plan, the perfection of the individual parts, and the harmony of the whole, that wish appears to have been fully attained.

The *tomb of the founder*, in the garden behind, a small but elegant structure of marble, well deserves to be visited.

The *Ahmedieh*, or Mosque of Sultan Ahmed, occupies a part of the Hippodrome, and is not only the chief of all the mosques, but is the only one in the Ottoman empire which has 6 minarets.

Aya Sofia may be termed, from its vicinity to the palace, the Court mosque, and the Ahmedieh, the State mosque of Constantinople; for it is hither that the Sultan generally repairs, accompanied by his suite, on the two great festivals of the Bairam.

Of the *Turbahs*, or tombs of the Imperial family, the most remarkable is that of Mohammed II., contiguous to his mosque, once the *Church of the Holy Apostles*, and the place of sepulture of the Byzantine emperors. Many other mosques and tombs are worthy of a visit, but the passing visitor will hardly be able to see more than those we have indicated.

The archæologist and student of architecture will find much to interest him in the Byzantine churches of Stamboul, now for the most part converted into mosques. There is nowhere to be found so fine a series of buildings of this class except at Salonika. There may be seen among them examples of basilicas of Constantine's time; of the square or Greek

cross plan, with flat dome, of the time of Justinian; and of the oblong plan and elevated dome of the 12th and 13th centuries. The most interesting, perhaps, next to Sta. Sophia is the ch. of STS. SERGIUS and BACCHUS, called by the Turks little Sta. Sophia, built by the same architect, Anthemus.

At-Meidan, the Hippodrome.—The most celebrated of the squares of ancient or modern Constantinople lies to the S.W. of St. Sophia. Though in great part built over, the plan and form of a circus 900 ft. long and 450 ft. broad may still be traced. It was formed by the Emperor Severus. He was obliged to leave a portion of it unfinished, in consequence of the news that the Gauls threatened Rome.

The OBELISK of Egyptian granite still occupies its original place in the centre. It is about 50 ft. high, covered with hieroglyphics, and was brought from Heliopolis. From the Greek and Latin inscriptions on the base we learn that the emperor Theodosius caused it to be set up again, after it had lain on the ground a considerable time. The machines which were made use of in rearing it are figured on the pedestal.

The COLUMN OF THE THREE SERPENTS is about 15 ft. high; it is formed of three bronze serpents, with the tails downwards, and the bodies twisted spirally as far as the necks; their heads spreading outward formerly supported, it is said, the golden tripod of the priestess of Apollo of Delphi, whence this singular monument is generally supposed to have been brought.

The BURNT COLUMN (*Djemberli Tasch*), nearly 100 ft. high, stands in the Divan Yollee St. It derives its name from the fact that it is blackened and shattered by the repeated fires which have at various times raged around it. It is of porphyry, and the joints of the several pieces of which it is composed are covered with copper rings. The statue which surmounted

it was the celebrated Apollo of Phidias; but the popular voice said it was the effigy of Constantine.

The **Seven Towers**, called *Yedi Kouleh*, stand at the S.W. angle of Constantinople, where the walls which cross the promontory join the Sea of Marmora. This imperial castle, once a state prison, has ceased to be used as such. Three of the towers have nearly disappeared, and the whole building is in a state of dilapidation. On one of them is an inscription, recording the imprisonment of various persons. The Janissaries used, in the height of their power, to bring to this castle the Sultans they had dethroned, and keep them in prison or put them to death. Seven Sultans have thus lost their lives in this place, and innumerable heads of less illustrious sufferers have hung from the battlements.

A station of the railway to Adrianople is close to it.

A remarkable feature in Stamboul is the number of its **fountains**, of all shapes and sizes, from a simple arch on a wall to the elaborate structure like that near the Seraglio gate. The more important fountains are covered with a coating of marble, and decorated all over with most delicate surface ornament. Where in Western art we should use figures to break the monotony, the Turks employ representations of vases filled with flowers, or dishes with fruit. These fountains, when carved in stone, are coloured and gilt all over; but when of marble, have only a little gilding, and very little colour. The eaves have a great projection, are boarded, and decorated with painting. The roof is often composed of a series of domes.

The most beautiful are :—

The fountain before the great gate of the Seraglio, built in the reign of Ahmed III.

Soghook Cheshmeh, the cold spring, close to the gate of the Seraglio, between the Alai Kiosk and the great gate.

The fountain of the *Sultana Zeineb*, opposite St. Sophia. These, with the Fountain of Tophane, and the Fountain of the Sweet Waters of Asia, are amongst the most beautiful ornaments in and around the city.

Turkish Harems.—To lady travellers a visit to one of the principal harems would probably prove interesting, and it can be brought about by getting acquainted with any of the Pera families who are in the habit of frequenting the harems of pashas.

SKUTARI AND ITS ENVIRONS.

Large and powerful ferry-steamers ply at short intervals between the landing-place beside Tophane and Skutari; smaller steamers also run from the bridge in the Golden Horn. The distance across the Bosphorus is about a mile.

There is now a railway from Skutari to Ismid on the land route to Brousa.

Skutari, the largest of the suburbs of Constantinople, forms a town of itself. It was in the remotest periods what it is to this day, the post-station for Asiatic couriers, the great rendezvous of all the caravans arriving from Asia, and the spot whence travellers from Constantinople to the East commence their journeys.

On a rock rising out of the sea is the *Maiden's Tower* (Kis Kouleasi), 90 ft. high, serving as a beacon; the Franks call it the *Tower of Leander*.

Skutari has 8 mosques, of which that of the *Valideh Sultan*, or Sultan's Mother, is the principal and largest. Sultan Suleiman, who built the mosque of *Ibrik Jamisi*, or of "the coffee-pot," endowed here a kitchen, where the poor receive two meals a-day of soup and bread.

Here also is the convent of the *Roufui*, or *Howling Dervishes*.

The **Cemeteries** of Skutari are the largest and the most celebrated in Turkey. The marble of the headstones comes from the Island of Marmora, not

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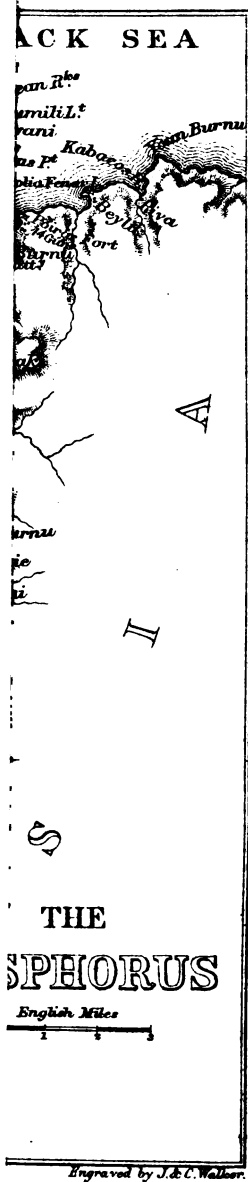
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far off, whose name is derived from its immense quarries of this valuable stone.

The most interesting sight to an English traveller is the *English Burial-ground*. It is close to the hospital (now barracks), the scene of Miss Nightingale's labours, and lies on the banks of the Bosphorus facing down the Sea of Marmora. There, amid many more costly tombs, recording the names of brave men, are seen a number of mounds, beneath which 8000 nameless dead from British homes sleep peacefully. A large granite *obelisk*, supported by 4 angels, by Baron Marochetti, is erected in the midst, with an inscription in 4 languages, detailing the history of the place.

25. EXCURSIONS FROM CONSTANTINOPLE.

a. THE BOSPHORUS.

The steam navigation of the Bosphorus is a monopoly in the hands of the Shirket-i-Hairie Company, whose steamers make 3 or 4 voyages each way daily, between the Galata bridge and the villages on the Bosphorus. The steamers pass alternately along the Asiatic and European side.

Nothing can exceed the beauty of the scenery along the banks of the Bosphorus, but the views must be seen at different times of the day and under various lights to appreciate their full beauties.

For a minute description of all the villages along the European and the Asiatic shores the traveller must consult Murray's 'Handbook to Turkey in Asia.'

b. THE PRINCES' ISLANDS.

The *Princes'* or the *Daimonissei* Islands, may be visited in one day. They are 4 in number, and are called *Proti*, *Antigone*, *Halki* and *Prinkipo*, with two or three others, uninhabited. A steamer leaves the bridge on the Golden Horn every morning, and returns every evening, the distance

being accomplished in a little more than an hour and a half. There are 2 fair hotels at *Prinkipo*, whose charges are exorbitant. There is excellent sea-bathing on their shores.

Halki or *Khalki* (*Imm: Hôtel d'Orient*) derives its name from the ancient copper-mine. It has 3 hills and 3 convents, dedicated to the Virgin, St. George, and the Trinity. One of these *convents* is now a Greek ecclesiastical college. Here is a tombstone with inscription to commemorate Edwd. Barton, Ambassador from Q. Elizabeth, 1597, to the Sultan of the day.

Prinkipo.—On the south-western point of the island is the convent of St. George, commanding a lovely view of the surrounding hills and the sea with its islands and varied shores. In the first year of the ninth century, Irene, the great empress, contemporary of Charlemagne and Haroun Er-Rashid, was driven from the throne, and banished to the convent which she had built at *Prinkipo*. She died and was buried there in the following year.

The climate of *Prinkipo* is several degrees warmer than *Stamboul*, being out of the cold current of wind coming down the Bosphorus; it is famous for its flowers, and nothing can exceed its beauty in spring.

Steamers also call at *Antigone* and *Proti*. On the island of *Plate* Sir Henry Bulwer built an Anglo-Saxon Castle, which he subsequently sold to the Viceroy of Egypt.

c. BROUSA.

British Vice-Consul.—Lt-Colonel Picton Warlow, M.S.C.

A very pleasant excursion may be made from Constantinople to Brousa, by Moudania, on the Sea of Marmora. Steamers leave the Golden Horn for Moudania three times a week. The days and hours are easily ascertained at the hotels. The passage occupies about 6 hrs. There is no safe anchorage here. *Ghemlik*, at the head of the gulf, is a good port, though not so convenient for

reaching Brousa. Horses and carriages are waiting at the landing-place to convey the travellers to Brousa the same evening. In returning, carriages leave Brousa at 5 A.M. to catch the morning steamer at Moudania.

Moudania is the port of Brousa, and a large Greek village, in a well cultivated district. The culture of silk is the prevailing industry, and the road for several miles passes through a succession of mulberry plantations. Long strings of camels passing to and from the interior give novelty to the scene. A railway was constructed a few years ago from Moudania to Brousa, but the work was so badly planned and executed that the line could not be used. The road to Brousa is about 20 m. in length; grand views are obtained of the Bithynian Olympus 5000 ft. high, with a snow-covered peak rising 2000 ft. higher. As Brousa is approached, the ditches are all steaming from the hot springs which issue from the N.W. flank of the mountain and supply the baths.

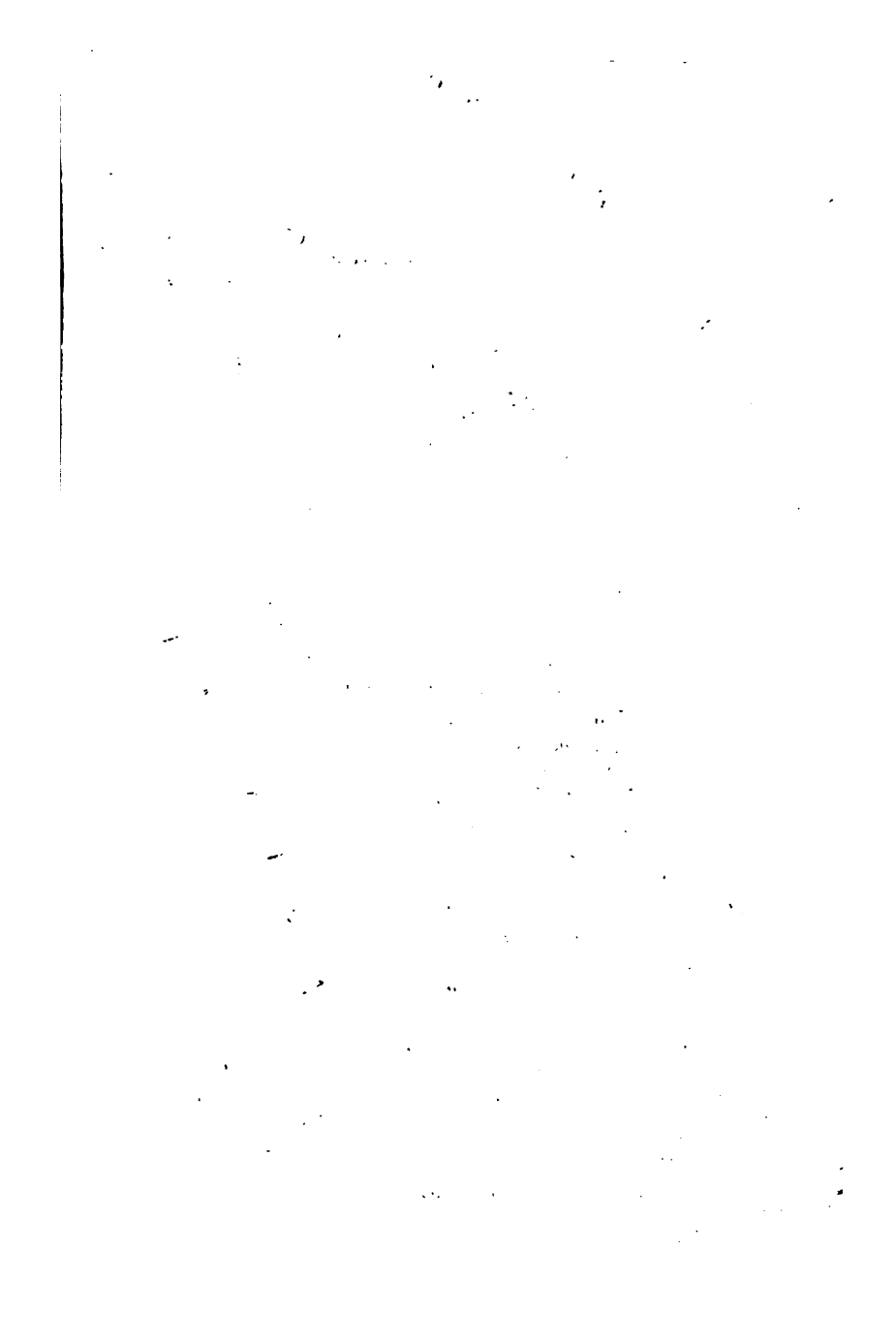
Inns: Hotel d'Anatolie. Madame Brotti, best for ladies and families. *Hotel Belle Vue*, kept by an Italian. Carriages can be hired in the town, and horses to ascend Mount Olympus. The bazaars are celebrated for Brousa silks and gauze, towels, embroidery, camels' hair felt carpets and Kutaya pottery. Brousa, the ancient capital of the kings of Bythinia, derives its name from Prusias, the protector of Hannibal. It is one of the loveliest places in Asia Minor, situated on the lowest slope of Mount Olympus, about 600 ft. above the sea. In the centre, on a terrace protected by abrupt cliffs, stands the citadel, the site of the ancient town, surrounded by walls, with towers at intervals. Within the citadel are the tombs of Osman and Orkhan, the two first Turkish Sultans, occupying part of the site of the great Byzantine Ch., which was destroyed in the earthquake of 1856. There are no antiquities of any interest, except the mosques and tombs of the early Turkish sultans.

The principal of these are the green mosque and tomb of Sultan Chelebi Mohammed I., celebrated for the beauty of the tiles with which they are decorated, and the mosque and tomb of Sultan Yilderim Bayazid I., in the E. quarter of the town; the Vlu Jamia, in the centre, built by Sultans Murad I., Bayazid I. and Mohammed I., the mosque and tomb of Murad II., in the W. quarter; and the mosque and tomb of Murad I. in the suburb of Chekergeh, whence there is a magnificent view over the rich valley of Brousa. These mosques are the finest specimens of early Turkish architecture and of high interest.

The *Baths*, which are celebrated throughout the East, and are much frequented by invalids from Constantinople, are situated $1\frac{1}{2}$ m. from the town, on the N.W. side. They are handsome structures, containing a number of apartments, and fed by both hot and cold springs, some chalybeate, others sulphureous. Those of *Yeni Kapliji* are the finest. The spring is slightly sulphureous, and the heat about 180° Fahr. Here is a circular pool, not less than 25 ft. diameter, paved with marble and lined with coloured tiles, in which the youths of Brousa divert themselves with swimming. This apartment is surmounted by a lofty cupola. There are 2 other apartments, in the centre of each of which is a marble fountain, yielding a stream of pure cold water for drinking. Near this bath is a similar building for females. They are said to be very efficacious in cases of rheumatism and chronic dysentery.

The slopes of Mt. Olympus are covered with plantations of mulberry-trees, which afford nourishment for worms producing a peculiarly fine sort of silk. This is manufactured by the inhabitants in their houses, as at Lyons, into a gauzy material with stripes at intervals, which is employed throughout the Levant for the vestments of females of the richer class. The number of persons employed in raising the silkworm and weaving the silk amounts to about 30,000.

The Ascent of Olympus can be made





with perfect ease in fine weather. The best months for the ascent are June, July, and August; earlier in the season the snow renders the climb difficult.

26. THE HELLESPOINT (THE DARDANELLES).

Yachts should never attempt the navigation of the Dardanelles without the Admiralty Chart, large scale, corrected to 1878. The following hints may be useful.

Anchorages in northerly winds:—

Cape Baba, entrance of Mitylene Channel. Coast of Troy, *Youkyeri Bay* and *Besika Bay*. S. side of Tenedos, *Lee of Yeni-Sheyr Shoal*, *Cape Hellas*, and especially *Morto Bay*, latter good in all winds. *Havouzlar* (bad in southerly weather). *Sestos Bay*, good with winds from N.E. to N.W. *Fisherman's* or *Pesquier's Point* (Asian side). *Galita Point*, *Gallipoli*.

With S. winds:—

East side of Tenedos, *Morto Bay*.

Good with all winds:—

Morto Bay, *White Cliffs*, *Sari Siglar Bay*, *Nagara Bay*, *Lampsaki*.

Special dangers:—

Suffren Shoals, *Youkyeri* and *Besika Points*, *Yeni-Sheyr Shoals*. Banks extending from *Havouzlar* to *Namazieh Battery*. European coast from *Cape Sestos* to *Galita Point* to be approached with care, current setting strongly towards shore.

Fresh water:—

Best watering places.—*Besika Bay*, *Neohori*, *Yeni-Sheyr*, under *Cape Hellas* *Light-house*, *White Cliffs*, *Havouzlar*, and *Lampsaki*.

On leaving Constantinople by steamer, there is little to be seen in the Sea of Marmora. After entering the Straits, the first place of importance on the W. shore is GALLIPOLI, the voyage to which usually occupies about 14 hrs. It is the Kalipolis of ancient geography, and is situated at the mouth of the Sea of Marmora, where the strait is above 5 m. in breadth; it is 25 miles from the Dardanelles, 40

from the Isle of Marmora, 80 m. S. of Adrianople, and 108 S.W. of Constantinople. It is the capital of the sanjak and seat of the Kaimakam. It is situated on the peninsula, known to the ancients as the *Thracian Chersonesus*, and has 2 harbours, N. and S., and frequently receives the imperial fleets. Its population is about 20,000. The town was once fortified, but is now without walls, its only defence being "a sorry square castle, with an old tower, doubtless that of Bayazid." The bazaars are extensive and well furnished. Gallipoli was the first European town that fell into the hands of the Osmanlis, being taken by them nearly a century before the fall of Constantinople, A.D. 1357. The Emperor John Paleologus, to comfort himself for the loss of it, said, "he had only lost a jar of wine and a sty for hogs," alluding to the magazines and cellars built by Justinian. Bayazid I., knowing the importance of the post for passing from Brouse to Adrianople, caused Gallipoli to be repaired in 1391, strengthening it with a huge tower, and making a good port for his galleys. Gallipoli, with the lines of Bulair to the N., is the key to Constantinople, the Bosphorus, and Black Sea, and was occupied by the English and French as the first step to the Crimean expedition, 1854. Fortifications were thrown up by them across the Isthmus to the Bay of Saros. On the S. side of the city are some tumuli, said to be the sepulchres of the ancient Thracian kings; and N. of the town are some undefined ruins, supposed to be the remains of the ancient city.

2 m. S., on the Asiatic side, is *Lampsaki* (*Lampsacus*), occupying a beautiful position amidst olives and vineyards, with a fine background of wooded hills. The present town, or rather village, is inconsiderable, and, with the exception of a handsome mosque, offers nothing worthy of notice. *Lampsacus* was one of the towns given by Xerxes to Themistocles; *Magnesia* was for his bread, *Myus* for his meat, and this for his wine. It had a good roadstead, and was estimated to be 170 stadia from

Abydos. On the European side, opposite the tongue of land on which Lampasaki stands, is the *Ægospotamos*, called by the Turks the *Karah ovasou*. The victory obtained here by Lysander terminated the Peloponnesian war. The Hellespont is here $1\frac{1}{2}$ m. in width. On the Asiatic side, a few miles to the N., is the mouth of the Granicus, now called the *Demotiko*, on whose banks Alexander the Great gained a signal victory over the Persians.

Below this are the mouths of the *Practius* (now *Mousa keui-soo*) and the river of *Percote* (*Bourghaz-soo*). For several miles the channel now preserves nearly a uniform width, and the banks on either side, cultivated with corn intermixed with vineyards, with hedge-rows, and frequent villages, present a succession of beautiful scenery. A rocky strand, or mole, in the narrowest part, preserves the name of *Ghaziler Iakelesi*, the Victor's Landing, in memory of the first Osmanli invaders. 2 or 3 m. farther is a hill crowned with a scanty ruin, called *Zemenic*, the ancient *Choiridocastron* (Pig's Fort), where the standard of *Suleiman*, the son of *Orkhan*, was first planted on the Thracian shore. Below this is the bay of *Ak-bashi-limanà*, "reasonably conjectured to be the ancient port of *Sestos*," and farther down a deep inlet called *Koilia*, and the bay of *Maito* (*Madytus*).

About $1\frac{1}{2}$ m. below the western point of that bay are the famous Castles of the *Dardanelles*. The castles, *Chanak-kalesi*, the earthenware castle, from a celebrated manufacture of pottery, or *Sultanieh-kalesi*, on the Asiatic side, and *Khilid-bahri*, or *Khilidi-bahar* (the lock of the sea), on the European shore, are called by the Turks *Boghaz-hissarlari*, and by the Franks the Old Castles of *Anatolia* and *Roumelia*.

Chanak-kalesi, Dardanelles (8000 or 10,000 inhab.). *British Consul*: J. F. Maling, Esq. After Constantinople, this town is in more constant communication with Europe than any other place in Turkey. Situated in the

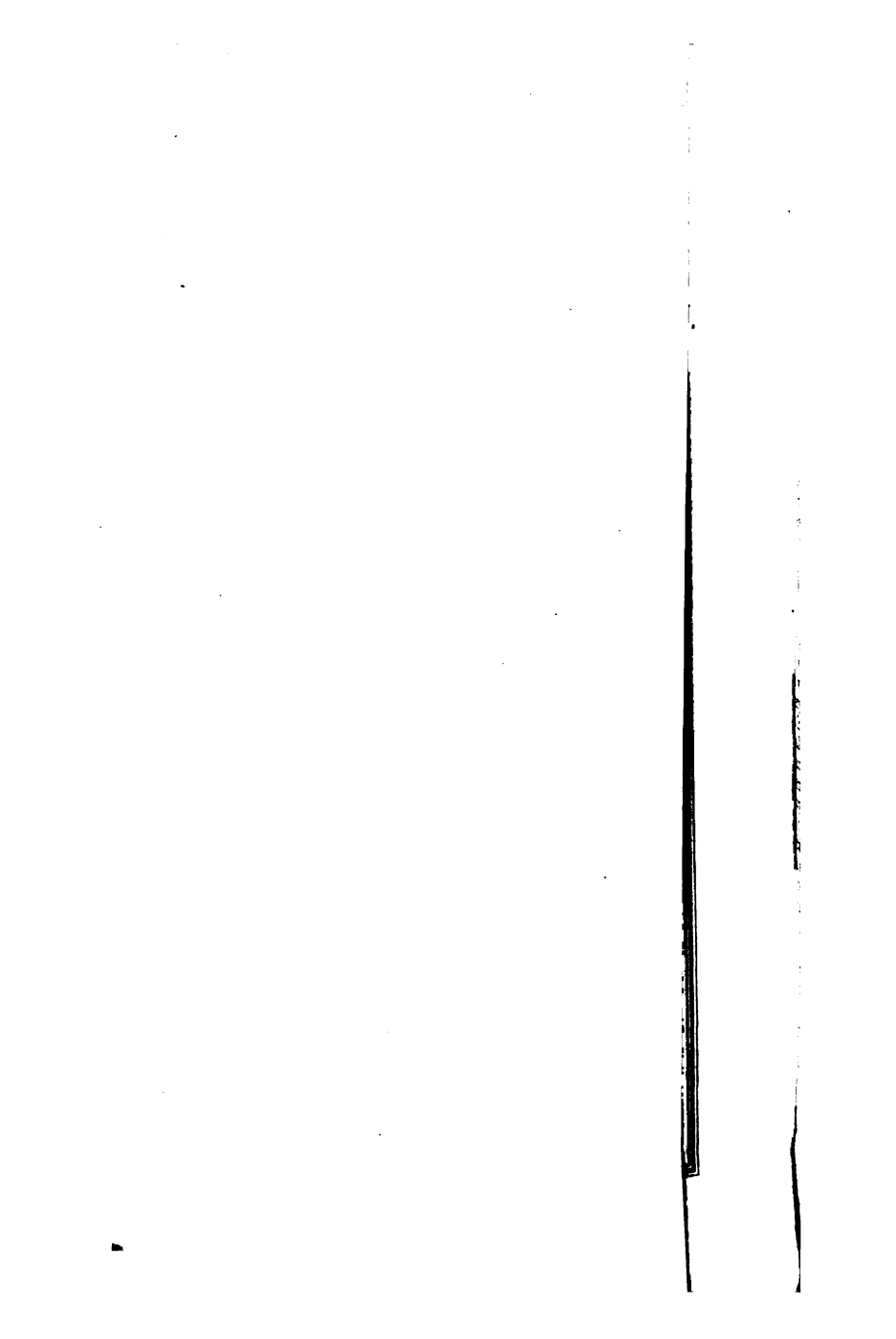
narrowest part of the great channel between the Mediterranean and the Sea of *Marmora*, as a sort of advanced post to *Stamboul*, it is visited almost every day by vessels of one nationality or another, which are compelled to stop to show their papers. Consequently, it has opportunities of carrying on a considerable trade in wine and pottery, the chief products of the place. The houses painted in various colours, and the flags of the consuls, give the long line of edifices which borders the sea-shore a very gay and lively aspect. The enormous brass guns and stone shot, which used to form the armament of her castles, were of historical interest: now some of the forts have been armed with *Krupp* guns, which command a large part of the straits both above and below the town. *Khilid-Bahri* is built on the side of a projecting hill, and its castle is of more importance than *Chanak-kalesi*, being heavily armed.

These castles were long supposed to occupy the sites of *Sestos* and *Abydos*; but this was manifestly a mistake. N. of *Chanak-kalesi* the Hellespont forms a long bay, 3 or 4 m. across, terminating in a low point of land. The high mound upon the back, *Mal Tepeh*, is supposed to be the height from which *Xerxes* surveyed his army and fleet. This is the spot fixed upon as the site of *Abydos*. A fort has been raised near the point of land.

The Thracian side of the strait, immediately opposite to *Nagara Point*, is a strip of stony shore projecting from between 2 high cliffs; and to this spot, it seems, the European extremity of *Xerxes'* bridges must have been applied; for the height of the neighbouring cliffs would have prevented the Persian monarch from adjusting them to any other position. *Sestos* was not opposite to the Asiatic town, nor was the Hellespont in this place called the Straits of *Sestos* and *Abydos*, but the Straits of *Abydos*.

This part of the *Dardanelles* is likewise memorable as the place where the army of *Alexander*, under *Parmenio*, crossed from Europe to

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Asia. Here the Osmanli crescent was first planted in Europe by Su-leiman, son of Orkhan, A.D. 1360. Here Leander used to swim across to visit Hero. The same feat was performed by Lord Byron, and in recent times by some officers of H.M.S. *Shearwater*.

The mouth of the strait is $2\frac{1}{2}$ m. across. It was defended by the *new castles* built by Mohammed IV. in 1659, to secure his fleet from the insults of the Venetians, who used to come and attack it in sight of the old castles; but these castles are now of no importance, and are almost in ruins. The castle on the Asiatic side stands within the celebrated harbour formed by the Rhœtean and Sigeian promontories, where it is asserted that the Greek fleet was drawn on shore during the Trojan war. The Sigeian promontory, now called Cape Yenishêhr, is covered with windmills.

After leaving Chanak-kalesi, the route, which lies by the shore of the Dardanelles, at 1 hr.'s distance from the town, ascends a slight eminence upon which stood Dardanus—a city formerly called Teucris, and older than Ilium itself. The Mal Tepeh, a small truncated hill rising on the extremity of a spur of land, and stretching out into the low flat promontory of Barber's Point, marks the site of the ancient Acropolis, and foundations may be traced round it on all sides. This town, an Æolian settlement, was never a place of importance. It was here Cornelius Sylla, the Roman general, and Mithridates, surnamed Eupator, terminated the war by a treaty of peace. A short distance from Dardanus is a farm-house, where also a treaty of peace was concluded between Great Britain and Turkey in the present century.

Erenkeui (3 hrs.), called by the Turks *Guelmez*, stands on the top of the ridge, commanding a fine view of the mouth of the Hellespont and plain of Troy. It is a Greek village of 2000 inhabitants.

The direct route descends the ridge

from Erenkeui into the valley of the Doumbrek (*Simois*), crosses the stream by a ford, then passes through—

Chi plak ($1\frac{1}{2}$ hr.), a small village on the point of a low ridge, containing some ancient remains brought from Ilium. Hence the route runs to the little hill on which lie the ruins of Hissarlik ($\frac{1}{2}$ hr.).

27. EXCURSION FROM THE DARDANELLES TO THE TROAD AND HISSARLIK.*

For the traveller who has but little time to spend in Turkey beyond that necessary for seeing Constantinople and the Bosphorus, there is no excursion so easily made, and at the same time so interesting in an antiquarian point of view, as that to the Troad. In the course of 6 or 7 days he can visit the sites of Old and New Troy, the extensive ruins of Alexandria Troas, and Assos, the excavated temple of Apollo Smintheus, and make the ascent of Mount Ida. If he has a longer period to devote to the tour, he may spend it pleasantly and profitably in examining the various sites and ruins on this historic plain, to which the researches and remarkable discoveries of Mr. Calvert and Dr. Schliemann have given new interest.

If he has but 8 days at his disposal, he can visit Troy, spend a day in the plains, and return to the Dardanelles; or, if he is bound for Smyrna, cross to Tenedos from Gheykil Scala, and catch the Austrian steamer from Constantinople or Smyrna (Friday morning for Smyrna, and Sunday morning for Chanak-kalesi and Constantinople; boats, however, are not always to be obtained unless ordered beforehand).

Spring or late autumn is the best time for the trip, as in summer and

* Consult 'Asie Mineure,' by Texier, 8vo Didot Frères, 1862; Leake's 'Plains of Troy,' 1 vol., with map; Lord Derby's translation of the 'Iliad'; Tozer's 'Highlands of Turkey,' Murray, 1869; and Schliemann's *Ilios*, 1880, and 'Troy and its Remains,' 1876, and his 'Ithaca, the Peloponnesus and Troy,' 1869.

early autumn the malaria from the marshy plains cause much intermittent fever. After the middle of November, however, the rains generally commence, and the streams from the mountains become so much swollen, that travelling is impracticable.

The best point for commencing the tour of the Troad is the town of the Dardanelles, *Chanak-kalesi*, as horses and stores are not often to be procured elsewhere on the coast. Here a very modest inn affords shelter to visitors in summer, but is not a desirable residence during the cold weather which often prevails in winter. Horses are sometimes obtainable at Neohizi, Yenishahr, and Koum Kajah.

The traveller will do well to lay in a stock of preserved meats at Constantinople, and to take an English saddle and bridle with him, and also a pair of saddle-bags and a canteen. A *Levinge*, or some other sort of contrivance to keep out the mosquitoes, is also desirable.

A tent is not absolutely necessary, but it will be found very convenient to take one, as the sleeping-quarters are not always the cleanest, and it will afford greater facilities for the exploration of remote spots.

As to the dragoman, that is to say, a person knowing the roads and localities, a little French or English, who can procure lodgings in the villages, and be at the same time a sort of personal attendant on the traveller, such a person can always be found at the Dardanelles (*Chanak-kalesi*) for 8 or 10 francs per day. Nothing more, except a little superior knowledge of European languages, can be looked for in the dragoman obtained at Constantinople, whose terms will generally be higher. In neither one nor the other must the traveller seek for any acquaintance with antiquarian subjects. Mr. Frank Calvert, the American Consul, is a great authority on the local antiquities, and would no doubt give all travellers, who are properly introduced, any information they may require before going into the interior; should he happen to be on the spot.

Horses should be taken for the entire route at *Chanak-kalesi*. They are to be had for about 40 piastres a day, including their keep, and the food and pay of the *suruji* who accompanies them. Promise him a *back-sheesh*, on condition that he behaves well.

If you intend to spend more than a week in the country, it is advisable to get an introduction to the Pasha of the Dardanelles through your Consul, and to obtain from him a *bouyourouldi*, or order for accommodation in the villages; for although this order is not absolutely necessary, you will find your journey greatly facilitated by it.

The *Plain of Troy* comprises that angle of the Troad which is bounded by the Hellespont on the N., and the *Ægean Sea* on the W. Away to the S.E., 30 m. distant, rises Mount Ida, covered with snow during the entire winter and early spring. From it long, rugged spurs, mostly clothed with forests of valonia oak, extend to the sea, intersecting the plain of Troy, and enclosing valleys through which flow three principal streams, the *Doumbrek* or *Simois*, the *Kemer* or *Thymbrius*, and the *Mendere* or *Scamander*. The *Scamander* runs through a broad marshy vale northwards into the Hellespont, and, owing to the nature of the ground and winter torrents, has evidently changed its bed more than once. The *Doumbrek* and the *Kemer* fall into the same vale and join the *Scamander*. All of them, however, are winter torrents, which are usually dry in autumn. Along the western side of the valley of the *Scamander*, separating it from the *Ægean*, is a low bare ridge, dotted here and there with *tumuli*, and having upon it several villages; at the southern end of this ridge is the now celebrated anchorage, *Besika Bay*. Still farther S., some 8 m. from the shore, is the island of *Tenedos*.

The plain of Troy being marshy, and only to a small extent cultivated, has a dreary and desolate look, though its soil is naturally fertile. The miasma rising from the swamps

produces fever during summer and autumn. Were the plain drained and properly cultivated, it would become healthy; and with the green brushwood on the lower hills, and the park-like groves on the mountain sides, the aspect of the whole country would be vastly improved. A large amount of draining has been done on his estate by the late Mr. Consul Calvert.

The view from the higher points on the plain of Troy is wide and grand. On the E. is Ida, with its snowy crest, encircled by peaks and dark ridges that cluster round it; on the W. is the coast-line, flanked all along by undulating high land, beyond which are the bright waters of the *Ægean*, studded with islands. Nearest us *Tenedos*; farther off, *Lemnos*, vast and mountainous; more to the N. the low ledge of *Imbros*, over which *Neptune* looked down upon old Troy from the peaks of *Samothrace*. On the N., across the plain, is the *Hellespont*, and beyond it the low, bleak coast of *Thrace*; and far away, dimly seen on the horizon, the pyramid of *Mount Athos*. Such was the grand panorama over which *Priam* may have looked from the citadel of Troy.

The halo which *Homer's* great poem cast round the city and territory of Troy caused them to be revered in all ages; *Alexander* the Great visited the tumuli of the Trojan heroes on his passage, and conferred honours on *Ilium Novum*, believing that it stood on the foundations of Old Troy. He also founded on the coast of Troy the city of *Alexandria*, which flourished under both Greeks and Romans. *Constantine* the Great entertained at one time the idea of founding the capital of his future empire on the shores of the *Hellespont* instead of on those of the *Bosphorus*.

The Troad does not appear to have been of equal importance in the Byzantine period, to judge from the few ruins of that epoch to be met with in it; nor are there many notices in the Byzantine historians or mediæval writers respecting it.

The position of Troy itself has always indeed engaged the attention of scholars, but it is not our province to go deeply into the question in these pages: we can but broadly state the facts of the case, leaving others to form their own conclusion from an examination of the localities.

There are in the plain two claimants for the site of Troy—*Hissarlik* and *Bounarbashi*. The former is on the E. bank of the *Scamander*, 3 m. from the *Hellespont*; the latter is on the W. bank, 5 m. farther S. The claim of *Hissarlik* is maintained by *Dr. Schliemann*, *Mr. Consul Calvert*, and *Mr. Gladstone*; while the advocates of *Bounarbashi* number, among others, *Leake*, *Texier*, *Forchhammer*, and *Tozer*.

To *Bounarbashi* it has been objected that it is too far from the sea to accord with descriptions in the '*Iliad*,' and that the ground around it is too rugged to allow of chariot races being run in its immediate vicinity, or of *Achilles* chasing *Hector* round the walls of the city. On the other hand, it has been objected to *Hissarlik* that it lacks the rugged features mentioned by *Homer*, that its citadel is too low, and that the site is much too small for a great city. In judging of the site, several things must be borne in mind; taking it for granted that there was such a city as Troy, and that the descriptions given by *Homer* are not altogether imaginary. Primæval cities, as a rule, were very small—they were, in fact, castles rather than cities; and the ancients, especially poets, were wont to exaggerate their size, the numbers of their armies, and of their assailants. Then, again, the natural features of the plain of Troy must have undergone a great change in the course of 3000 years. The ancient cities are buried deep beneath the soil; craggy steepes have been rounded off, and ravines filled up, as at *Jerusalem*. The excavations of *Schliemann* have shown what an immense accumulation of rubbish covers the remains of the earliest buildings. The beds of rivers, too, have changed their places;

and even fountains which once sent forth copious streams may have dried up, or become choked with *débris*.

The following route may be taken from Erenkeui:—

Ophryinium (15 min.). From this retracing the road to Renkeui.

Rhæteum ($\frac{1}{2}$ hr.), where are the traces of the ancient Acropolis, with other ruins. About 3 m. farther is—

The Tomb of Ajax, a conspicuous tumulus in the low ground. An opening in the side of the mound conducts into the interior, which is found to have a double vault; on the top of the tumulus are ruins of the Heroön of Ajax, which was restored in Roman times. From this point turn S. to *Koum Keui* ($\frac{1}{2}$ hr.), crossing the *Doumbrek Chai* by a bridge ($\frac{1}{2}$ hr.). Beyond *Koum Keui*, which is an insignificant village, a marshy plain is traversed. A mile and a quarter farther is the hill of *Hissarlik*.

TROY.

Hissarlik has been long known as the site of *Ilium Novum*, and the most recent researches, especially those of Dr. Schliemann, seem to identify it with the Troy of Homer. "The site of Ilium is upon a plateau lying on an average about 80 ft. above the plain, and descending very abruptly on the N. side. Its north-western corner is formed by a hill, about 26 ft. higher still, which is 705 ft. in breadth and 984 in length, and from its imposing situation and natural fortifications, this hill of *Hissarlik* seems specially suited to be the Acropolis of the town." The stream of the *Dombrek* or *Simois* flows past a short distance from the northern base of the hill, and joins what appears to be the ancient bed of the Scamander about half a mile to the N.W. The Scamander runs to the W. of *Hissarlik*. The view from the top of the hill is very extensive, embracing the whole plain of Troy, the mountain ranges on the S.E., with the islands that stud the *Ægean Sea*.

Ilium Novum was founded, according to some—rebuilt as successor of the *Old Ilium*, according to others—by an *Æolian* colony long after the Trojan war. It was greatly embellished by Alexander the Great, Lysimachus, and the Cæsars; all of whom believed it to be the site of Troy. Under the Byzantine Emperors it fell into decay, but did not entirely perish; for when Suleiman halted at this place in 1357, before crossing the Hellespont, he found some fine edifices still standing. Dr. Schliemann says, in regard to the disputed sites of Troy:—"In my work, *Ithaca, the Peloponnesus and Troy*, published in 1869, I endeavoured to prove, both by the result of my own excavations and by the statements of the *Iliad*, that the Homeric Troy cannot possibly have been situated on the heights of Bounarbashi, to which place most archaeologists assign it. At the same time I endeavoured to explain that the site of Troy must necessarily be identical with the site of that town which, throughout all antiquity, and down to its complete destruction at the end of the eighth or the beginning of the ninth century A.D., was called Ilium, and not until 1000 years after its disappearance—that is, 1788 A.D.—was christened Ilium Novum by Le Chevalier, who, as his work proves, can never have visited his *Ilium Novum*; for in his map he places it on the other side of the Scamander, close to Koum Kaleh, and therefore 4 miles from its true position. Ever since my first visit, I never doubted that I should find the Pergamus of Priam in the depths of this hill."

Dr. Schliemann's discoveries at *Hissarlik*, whatever may be thought of the conclusions he has drawn from them, must be regarded as among the most remarkable in modern times. He began his excavations in 1870, and continued them, amid great difficulties and opposition, for nearly 4 years, entirely at his own expense. He found an accumulation of rubbish and ruins on the top of the hill no less than 52 ft. in thickness; through

this he dug down to the native rock, laying bare four successive strata of remains, each representing a distinct city, which had been erected successively on the same site. Of these strata, Mr. Smith remarks in his introduction to Schliemann's work:—"First, Homer recognises a city which preceded the Ilium of Priam, and which had been destroyed by Hercules; and Schliemann found a primordial city of considerable civilisation, on the native rock, below the ruins which he regards as the Homeric Troy. Tradition speaks of a Phrygian population of which the Trojans were a branch, as having apparently displaced, and driven over into Europe, the kindred Pelasgians. Above the second (Trojan) stratum are the remains of a third city, which, in the type and patterns of its terra-cottas, instruments, and ornaments, shows a close resemblance to the second; and the link of connection is riveted by the inscriptions in the same character in both strata. And so, in the Homeric poems, every reader is struck with the common bonds of genealogy and language, traditions and mutual intercourse, religion and manners, between the Greeks who assail Troy and the Trojans who defend it. If the legend of the Trojan war preserves the tradition of a real conquest of the city by a kindred race, the very nature of the case forbids us to accept literally the story, that the conquerors simply sailed away again. It is far more reasonable to regard the 10 years of the war, and the 10 years of the return of the chiefs, as cycles of ethnic struggles, the details of which had been sublimed into poetical traditions. The fact that Schliemann traces in the third stratum a civilisation lower than in the second, is an objection only from the point of view of our classical prepossessions. There are not wanting indications in Homer that the Trojans were more civilised and wealthy than the Greeks; and in the much earlier age to which the conflict (if real at all) must have

belonged, we may be sure that the Asiatic people had over their European kindred an advantage which we may venture to symbolise by the golden arms of Glaucus and the brazen arms of Diomed. Xanthus, the old historian of Lydia, preserves the tradition of a reflux migration of Phrygians from Europe into Asia, after the Trojan war, and says that they conquered Troy and settled in its territory. This migration is ascribed to the pressure of the barbarian Thracians; and the fourth stratum, with its traces of merely wooden buildings, and other marks of a lower stage of civilisation, corresponds to that conquest of the Troad by those same barbarian Thracians, the tradition of which is preserved by Herodotus and other writers."

Schliemann considers that the *First Settlement* on Hissarlik was of the longest duration, as its ruins cover the rock to a height of from 13 to 20 ft. Its houses and walls were built of stone, joined with earth. The vessels and other objects of terra-cotta found among these ruins were of a quality superior to those in the upper strata. They are of black, red, or brown colour, ornamented with patterns incised and filled with a white substance. The people, Schliemann supposes, belonged to the Aryan race, as Aryan symbols were found on the pottery.

The *Second Settlement* was composed, according to Schliemann, of the Trojans; and the debris of their city lies from 23 to 33 ft. below the surface. This stratum bears marks of having been exposed to intense heat, consisting largely of red ashes of wood, which rise from 5 to 10 ft. above the tower of Ilium, the Scean Gate, and the enclosed wall: they show that the town was destroyed by a fearful conflagration. A farther proof of the action of fire is a stratum of scoræ of melted lead and copper, from $\frac{1}{2}$ to $1\frac{1}{2}$ of an inch thick, extending nearly through the whole hill. Among the debris were found human bones, skeletons with helmets,

vast quantities of terra-cotta in fragments, and, most wonderful of all, "The Treasure of Priam." This treasure was discovered by the side of the palace, at a depth of 27 ft., covered with from 5 to 6 ft. of ashes, above which was a post-Trojan wall, 19 ft. high. The articles appear to have been packed in a wooden chest, the key of which was found. They consist of vases, bottles, cups and dishes of gold, silver, and electrum; caldrons and shields of copper; bracelets, rings, chains, and many other ornaments of gold; battle-axes, spear-heads, swords, and daggers of copper; and many other articles, some of which are fused together by fire. The intrinsic value of this treasure is very great, and its archaeological value is, of course, much greater.

None of the articles in the treasure contain inscriptions; but inscriptions were found on vases of terra-cotta, seals, and other objects, the purpose of which is unknown. Among the latter are great numbers of little disks of pottery, called "whorls" by Schliemann, and supposed to be either household idols or votive offerings. The letters of the inscriptions resemble to some extent those upon tablets and terra-cottas in Cyprus, and seem to be allied to the ancient Phœnician; but they have not yet been satisfactorily deciphered.

The *Third Settlement* on Hissarlik was by Greeks. The ruins of their city make up a stratum 10 ft. or more in thickness, containing pottery of a coarser kind than the Trojan, marked with religious symbols; also containing fragments of copper implements and weapons, and musical instruments made of stone and ivory. The architecture was not so massive as the Trojan, the walls being of small stones mixed with clay; and also occasionally of sun-dried brick. The débris presented one peculiar feature: it contained immense quantities of small mussel-shells, bones, and fish-bones.

Schliemann adds, regarding an upper or surface stratum which covers Hissarlik:—"When the surface of the hill was about 2 mètres lower than it

is now, Ilium was built by a Greek colony; and we have already endeavoured to prove that this settlement must have been founded about the year B.C. 700. From that time we find the remains of Hellenic house-walls of large hewn stones, joined without cement. . . . We also meet with great numbers of copper coins of Ilium, of the time of the Roman Empire, from Augustus to Constantine II. and Constantine II., likewise older Ilian coins with the image of Athena, and medals of Alexandria Troas. . . . In my three years' excavations I have not found a single medal of a later date than Constantine II. . . . And as there is here not the remotest trace of Byzantine masonry or of Byzantine pottery, it may be regarded as certain that the Ilium of the Greek colony was destroyed towards the middle of the fourth century after Christ, and that no village, much less a town, has ever again been built upon its site." He adds:—"To judge from the area of the Ilium of the Greek colony, it may have possessed 100,000 inhabitants. It must have been rich, and the plastic art must have attained a high degree of perfection. The site is strewn with fragments of excellent sculptures."

As to the extent of the Troy of Homer, Schliemann says it was confined to the small area of the hill of Hissarlik, and could not, therefore, have contained more than 5000 inhabitants; but, he adds, it could always raise a considerable army from among its subjects, and as it was rich and powerful, it could obtain mercenaries from all quarters. Mr. Smith suggests that Hissarlik contained simply the palace and permanent citadel, while the houses of the great body of the citizens were scattered over the surrounding region. Be this as it may, there seems to be good ground for believing that we have here the real site of the Troy of Priam, which Homer has immortalised. According to ancient tradition, Troy was founded by Tros, B.C. 1462. He was succeeded by Ilus, and by Laomedon,

under the latter of whom the walls were built. The fall of Troy, according to the chronology of Herodotus, was in B.C. 1270; according to the inscription from Paros in 1209; and according to Eratosthenes in B.C. 1184.

In the walls of the village of *Chiblak*, which lies about 1 m. E. of *Hissarlik*, are many fragments of Greek and Roman buildings, probably brought from Ilium. Continuing towards the S. the road passes near an oval barrow, and a Turkish cemetery. To the E. of the barrow are the ruins of a temple, possibly that of Venus, consisting of a few frusta of columns and some portions of walls half-buried.

Atchi Keui, or *Batak*, $1\frac{1}{2}$ hr. from *Chiblak*.—A former village on an eminence, now occupied by a large *Chiflik*, called *Thymbra Farm*. This place is considered by some to be *Callicolone*, whence Mars and Apollo, the protectors of Troy, watched the operations of the rival armies. Mr. Calvert makes this the site of *Thymbra*.

The road to Bounarbashi, which is 1 hr. distant, leads near 2 tumuli. The largest of these, on the river *Thymbria*, is a truncated cone 80 ft. high and about 100 ft. diameter at the base. It is called *Khanaf Tepe*, and is supposed by some to be the tomb of *Troilus*, son of *Priam*. Recent explorations have brought to light remains cotemporary with the earlier settlements at *Hissarlik*. It marks probably the site of pre-historic *Thymbra*, as *Akchi Keui* does the later town. The other, *Harman Tepe*, is a natural mound. A quarter of an hour after passing the tumuli, the *Scamander* is forded close to its junction with the *Thymbria*. The temple of *Apollo Thymbria*, where *Achilles* was smitten by the arrow of *Paris*, is supposed to have stood here.

Bounarbashi, 1 hr.—A small Turkish village at the foot of a gentle ascent which terminates in an elevated plateau, formerly supposed to be the *Pergamus* of Troy.

Mr. Frank Calvert considers this

to be the site of *Gergithus*, or, as it is also called, *Gergis*. But Mr. Tozer suggests it is quite possible that *Gergithus* was the Greek city which replaced the more ancient one. *Gergithus* was handed over to the people of New Ilium, 188 B.C.

To reach the hill, ascend the rising ground S.E. of the village towards a barrow which is visible from it. This tumulus will be found to be one of 3 standing near one another. The first is composed of small stones, and measures 20 paces from top to bottom. This goes by the name of the *Tomb of Hector*. The second tumulus is the largest; it has been excavated by Mr. Frank Calvert, who carried a shaft through it, and discovered in the centre a square structure built of irregular masonry, measuring about 14 ft. by 12, apparently the base of an altar or shrine. The third, which is smaller than the other two, and flat on the top, has the appearance of a mere mound of heaped earth. The view from the tomb of *Hector* is more extensive than from any other spot. It embraces the whole plain of Troy to the sea, which is 7 m. distant.

Farther to the S. the ridge is crossed by a low mound; beyond this, the ridge contracts to a narrow neck, and a short steep ascent leads to the site of the so-called *Acropolis*, which is bounded by precipices 400 ft. deep on 3 sides. At the foot of these rocks winds the river *Mendere*.

On the opposite side of the river rise high banks, intersected by deep valleys.

In the spring of 1864 important excavations were made on the *Acropolis* by Von Hahn, the Austrian Consul at Syra, an indefatigable explorer of the antiquities of Turkey. He traced the line of the outer walls throughout their whole circuit, except on the southern side, where the natural defences of the position rendered them unnecessary. At the western extremity of the area he discovered a bastion and a gateway, constructed, like those at *Assos*, on the principle of the horizontal arch. The older

portions of the walls (those on the N.) were of Cyclopean masonry, and point to a period of the highest antiquity.

Mr. F. Calvert discovered the ancient Necropolis outside the walls. The tombs consisted of large earthen jars, *πίθοι*, which contained unburnt bones. He considers them to be of a later period than the heroic age. Those he examined contained fragments of black glazed pottery.

Within 10 minutes' walk of Bounarbashi are the springs called by the Turks *Kirk Geuz* (forty eyes); they issue from a conglomerate, and, after watering several gardens in the vicinity, swell into a small stream, which is conducted by an artificial channel to turn some flour mills, and finally fall into the *Ægean*, at Besika Bay.

There are two distinct sources, about a quarter of a mile apart, each consisting of several springs. According to Le Chevalier, these are the hot and cold sources of the Scamander, but recent observations have proved that they are both of the same temperature.

A road leads by these springs on the l. bank of the *Bounarbashi* river to *Koum Kaleh* (2 hrs.), passing along the foot of the *Throsmos*—one of the ramifications of Mount Ida, forming the southern boundary of the plain of Troy. The village of *Ujek* is seen on the hill to the l., and near it stands the highest tumulus in the Troad, the Tomb of Ilus, son of Tros. It is more than 60 ft. high, and stands also on a natural mound. The Trojan army encamped on the *Throsmos* the night before recommencing the attack on the Grecian camp.—*Il. b. x.*

From Bounarbashi the traveller, if he is bound for Smyrna, and does not wish to return to *Chanak-kalesi*, may go to Tenedos, and meet the Austrian steamer from Constantinople to Smyrna—which touches there every Friday morning, or from Smyrna to Constantinople every Sunday by way of *Gheykli scala* (3½ hrs.), passing through *Gheykli* village, where he can obtain information or lodging from the Turkish quarantine officer stationed

there. A boat from the *scala* can cross to Tenedos in 1 hr. with a favourable wind. Or he may proceed to *Alexandria Troas* (*Eski Stamboul*) from *Gheykli* in 1 hr.

A small tug steamer plies between the Dardanelles (*Chanak-kalesi*) and *Adramyti*, calling at Tenedos, *Mitylene*, *Aivali* and various points on the mainland. It leaves every Saturday morning and returns on Monday evening.

28. MOUNT ATHOS.

After leaving the Dardanelles, the yachtsman may proceed to *Mount Athos*,* or the ordinary traveller may go by steam from Constantinople, or hire a decked boat at the town of the Dardanelles, and land at the places best worth visiting. It would be well for him to obtain a letter of recommendation from the Greek Patriarch to the monastic Synod. The complete tour of the monasteries cannot be done in less than a fortnight, but the principal convents can be visited in a week.

The peninsula formerly called *Chalkidike* terminates in 3 prongs running out into the *Ægean* Sea, and called respectively *Pallene* (*Cassandra*), *Sithonia* (*Longos*), and *Acte* (*Mount Athos*).

The last is now known throughout the Levant as the *Holy Mountain* (*Ἁγίον Ὄρος*, *Monte Santo*), from the great number of monasteries and chapels with which it is covered. There are 20 of these convents, most of which were founded during the Byzantine Empire, and some of them trace their origin to the time of Constantine the Great. Each of the different nations belonging to the Greek Church has one or more convents of its own; and the spot is visited periodically by pilgrims from Russia, Servia, Bulgaria, &c., as well as from Greece, Asia Minor, and Constantinople.

* Consult Sir George Bowen's 'Mount Athos, Thessaly, and Epirus' in the 'Edinburgh Review' for January, 1855; and 'Researches in the Highlands of Turkey,' by the Rev. H. F. Tozer, 1869.

The Empress Helena, the mother of Constantine, is related by tradition to have been the first founder of convents on Mount Athos. Succeeding emperors and other Christian princes adorned its valleys and woods with fair churches and monasteries, and many royal and imperial personages have retired to these peaceful abodes to enjoy repose after the turmoil of the world. The Holy Society owe the privileges which they enjoy under the Turks to the foresight or prudence of their predecessors in submitting, before the fall of Constantinople, to Mohammed II., who, in consequence, gave them his protection, which has been confirmed by the succeeding Sultans. The community is allowed to maintain an armed guard of 40 or 50 Christian soldiers. The only Mohammedan allowed to reside within the peninsula is a Turkish officer, who is the means of communication between the Sultan and the monks. Even he cannot have a woman in his house; all female animals being rigidly excluded. The general government of the mountain is vested in the *Holy Synod of Karyæ* (Ἡ Ἱερὰ ἐν Καραΐς Σύνοδος), consisting of 20 deputies, one from each convent, chosen by annual election; and, besides these, of 4 "Presidents of the Community" (Ἐπιστάται τοῦ Κοινοῦ), in whom the duties of administration are vested. These Presidents are taken from 4 different monasteries each year, so that in 5 years the cycle allows each of the 20 monasteries to name a President. There is a regular meeting of the whole Synod of 24 once a week; at other times the Presidents form a managing committee. One of the 4 takes precedence of the others, according to a fixed rotation, and is styled for his year of office, "the First Man of Athos" (Ὁ Πρώτος τοῦ Ἀθῶνος). This monastic congress superintends the civil affairs of the Mountain, takes cognizance of any matter in which the whole community is interested, and assesses on each convent its share of the tribute paid to the Porte in lieu of all other taxes. It is a yearly sum of about 1500*l.*, which amounts

[*Mediterranean.*]

to a capitation tax of about 10 shillings, as the present number of the monks inhabiting the 20 principal monasteries is about 3000; but there are as many more living in the numerous Ἀσυνήθρια scattered all over the mountains, and in the minor monasteries which do not possess the right of sending representatives to the Synod. Each convent has a number of lay-servants (called κοσμικοί, literally *men of the world*) attached to it, and who are drawers of water and hewers of wood for their brethren. Almost every comer is received as a Monk, or Caloyer, in one or other of the convents, and if he brings with him a sum equivalent to about 15*l.*, he is exempt from menial service and from bodily labour on the convent lands. Only a small number of the whole body ever take holy orders; for though priests are exempt from all menial offices, still the duties of the Church service are so onerous that most prefer remaining simple Caloyers. For 3 years the new comer is a Probationer (Δόκιμος), after which he is admitted Father, or good elder (Καλόγερος), on vowing obedience to the superiors, and to the rules of monastic discipline and asceticism.

The Synod, as has been said, directs the general interests of the community; the revenue and internal government of each separate convent being entirely its own concern. Most of the monasteries have estates in various parts of the Turkish dominions, as well as on the peninsula. Ten out of the 20 are Cœnobias (κοινόβια), and the other moiety are Idiorhythmic (ιδιόρρυθμα). In the Cœnobias every member is clothed, and lives on the same fare in the common hall or refectory (τράπεζα).

In the Cœnoblite convents they never touch meat, and rarely in the Idiorhythmic. Nearly half the days of the year are fast-days, and on these they take only one meal, which is generally composed of bread, vegetables and water; and during the first three days of Lent those whose constitutions can stand it eat *nothing*. In addition to this they never get an unbroken night's rest, as the first

service commences between 1 and 2 A.M.

Their government is strictly monarchical, being administered by an Abbot (*Ἡγούμενος*), elected by the Society for life, and confirmed by the Synod at Karyæ and by the Patriarch at Constantinople. The Abbots are generally chosen, not so much for their piety or learning, in which qualities most of the monks are pretty nearly equal, as for their capacity of taking care of the worldly prosperity of the convent and its estates. On the other hand, the idiorhythmic convents are not *monarchies*, but rather *constitutional states* (*συνταγματικὸν*). These last are under the administration of *Wardens* (*Ἐπίτροποι*), two or three of the Fathers annually elected, who have authority to regulate only the finances and general expenditure of the Society. In the idiorhythmic convents bread, oil and wine alone are issued from the refectory to all the members of the Society, who add to these *commons* in their own cells what each can afford to buy.

The churches in the convents are all on the same plan, being of the graceful Byzantine architecture, rich with domes, pinnacles, frescoes, mosaics, relics, ancient plate, and pictures of saints.

Besides the 20 great convents, there is a very large number of places of ascetic retirement (*ἀσκητήρια*, corrupted into *σκήτριά*) in all parts of the peninsula. Every nook and corner of the mountain is also filled with cells or hermitages (*κελλεῖα*), and with little chapels and oratories.

The libraries of the convents of Mount Athos are mere closets, where the books are stowed away without the slightest care for their arrangement or preservation. In none of the monasteries do any of the monks make use of their books; "one part of us are praying, while the others are working in the fields," being the reply given when a traveller inquired if there were any learned men among them. Most of the convent libraries are of the same character; they contain many handsome editions and MSS. of

the Fathers; but they are generally very poor both in classics and in general literature. The libraries of Mount Athos have been well ransacked by Mr. Curzon (whose 'Monasteries of the Levant' may be consulted on this subject), and previously by Professor Carlyle and Dr. Hunt in 1801. The latter gentlemen state that the MSS. at that period amounted to 13,000, but that few of them were classical, and those few of slight value.

"Nowhere in Europe, probably," says Mr. Tozer (vol. i. p. 54), "can such a collection of jewellery and goldsmith's work be found as is presented by the relics preserved in the different monasteries; nowhere certainly can the Byzantine school of painting be studied with equal advantage; and some of the illuminated MSS. are inestimable treasures of art. The buildings of the monasteries are, with the sole exception of Pompeii, the most ancient existing specimens of domestic architecture; and within their walls the life of the Middle Ages is enacted before your eyes, with its manners and customs, dress and modes of thought and belief, absolutely unchanged. And it is no slight addition to the pleasure of a visit, that, in passing from one monastery to another, you are surrounded by scenery certainly not surpassed, and hardly equalled, by any in Europe."

After this general description of Mount Athos, we shall proceed to indicate an itinerary, starting from Erissó (*Acanthus*). It is, perhaps, the best course for the traveller to repair in the first instance to the monastic capital Karyés, which is 6 or 7 hrs. from Erissó, and there to present his letters to the Synod. A circular letter of recommendation will then be given him to all the convents, and he will also be provided with mules, guides, &c. He will be everywhere received with much kindness and simple courtesy, lodged in the chief room of the monastery, and entertained with fish, vegetables, rice dressed in various ways, cheese, sweetmeats, fruits, and very fair wine, made on the mountain.

The monks seldom have meat to give a stranger, as they rarely eat it themselves.

At night the traveller's couch will be spread with quilts and coverlets on the divan where he sat at dinner. The nightly incursions of *whole families* of certain insects will make him regret that the good Fathers have been unable to exclude *all* female creatures from the holy peninsula. Breakfast will be served in the morning of nearly the same materials as dinner. On departure, each guest should make a small present to the lay-servants immediately attached to his service. In the smaller monasteries of the East it is usual to leave also a present for the monastery itself, but the large revenues of the monks of Mount Athos enable them to exercise hospitality without expecting such contributions from their guests.

Half an hour after leaving Eriassó, the road passes one of the convent-farms (*μετόχια*), situated on the brow of the low ridge which separates the plain of Eriassó from the vale of *Próvlaka*, as the peasants call the narrowest part of the isthmus; evidently a modern corruption of *Proaulax* (*Προαύλαξ*), the canal in front of Mount Athos, excavated by Xerxes for the passage of his fleet. The site of the canal is a hollow between natural banks, and several artificial mounds and substructions of walls can be traced along it. It does not seem to have exceeded from 40 to 60 ft. in width, and it has been nearly filled up again with soil in the course of ages. As, however, no part of its level is 100 ft. above the sea, and as its extent across the isthmus is only 2500 yards, it might be cleared without much labour. Such a work would be a great boon to the trading craft of these parts; for such is the fear entertained by the Greek sailors of the strength and uncertain direction of the currents round Mount Athos, and of the gales and high seas to which its vicinity is subject, that scarcely any price will tempt them during the winter months to sail from one side of the peninsula to the other. The circumnavigation

of the neighbouring promontories of Sithonia and Pallene was much more easy, as they afford some good harbours.

"At the isthmus, where are the remains of Xerxes' canal, the peninsula," says Mr. Tozer (p. 55), "is in breadth about a mile and a half, and the ground is comparatively level; but from this point it rises in undulations until it forms a steep central ridge, which runs like a backbone through the whole peninsula. Towards the southern end it attains the elevation of about 4000 ft., and then, after a slight depression, suddenly throws up a vast conical peak, 6400 ft. high; the base of which is washed on three sides by the sea. . . . The character of the ground on the two sides of the peninsula is entirely different, the western side being rugged and precipitous, while the eastern is comparatively soft, and clothed with magnificent trees. The vegetation of this part surpasses everything that I have seen elsewhere; on the ridge itself and its steep declivities are forests of beech and chestnut; below this oaks and plane-trees are found, together with the olive, cypress, arbutus, catalpa, and a plentiful undergrowth of heath and broom: in addition to which, as if the earth could never tire of pouring forth her stores, numerous creepers trail over the trees and hang in festoons from the branches."

For 2 hrs. beyond the canal the isthmus consists of low undulating ground without much wood. There are several convent-farms, with good buildings, herds of cattle, substantial fences, and other signs of neatness and industry.

About 3 hrs. from Eriassó, a steep but low ridge of hills stretches across the peninsula from sea to sea. Surmounting this natural barrier of the Holy Mountain by a zigzag path, the traveller soon reaches the station of the frontier-guards, where a few soldiers of the armed body, which the holy community maintains in its pay, are stationed to keep out robbers, women, and female animals of all kinds.

a. From the station of the frontier-guard it is 3 or 4 hrs.' ride to *Karyæ* or *Karyés*. The traveller may visit the monasteries of *Khiliandarion*, *Batopædion*, and *Ephigménu*, on the way. The most northern part of the peninsula consists of hills intersected by deep valleys, down which torrents flow to the sea, the shore of which is beautifully indented by little bays. The hills are covered with the fragrant and feathery Isthmian pine, and with every variety of shrub and flower. As we advance farther the foliage of the N. and the S. is blended in glorious variety, the olive with the oak, and the orange with the pine. Vineyards and gardens surround *Karyæ*, and the hazel (*λευτοκαρύδ*), from which the town probably derives its name, is also very common. The tree is cultivated for the sake of the nuts, which form the chief export of the peninsula.

Karyæ covers a large space in the midst of wooded declivities. The parliament-house of the monks is a moderate sized room, round 3 sides of which the deputies sit cross-legged on a divan, while at the fourth are ranged the secretaries and other attendants. Each of the 20 monasteries has a lodge at the metropolis, for the reception of its deputy when he comes up to parliament, and those of the younger monks who are attending the school which the community has of late years established here. Ancient Greek, history, geography, &c., are taught by competent masters brought from Greece, and paid with tolerable liberality. Strangers will be as hospitably received in one of the lodges as in the convents themselves.

The principal church of the monastic capital (called *τὸ Πρώτατον*) is said to be the oldest edifice on the mountain, and is well worth a visit. The bazaar at *Karyæ* resembles those of the other small towns of Greece. Flesh-meat is sold here, as well as groceries, articles of clothing, &c. The traveller will be struck with the spectacle of a town without women, and of a market without noise. He will do well to purchase here a few

crosses and other specimens of the curious wood-carving of the inmates of the convents and hermitages.

Each traveller must be guided by his own taste, and the length of time at his disposal, as to which of the monasteries he will visit. The most convenient course will be to give a short description of each, beginning at the N.E. and ending with the N.W. extremity of the peninsula.

b. *Khiliandarion* (*Χιλιανδρίον*) is the most northern of the monasteries on the E. side of the peninsula. It is situated nearly a mile from the sea, in a vale watered by a torrent, and surrounded by pine-clad hills. The monks here are almost all Servians or Bulgarians, and a dialect of Slavonian is the only language spoken in the convent or used in the church service. Most of the monks are utterly ignorant of Greek. In the muniment-room of this, as of some of the other convents, are preserved very ancient and curious charters and deeds of gift from Greek emperors and princes of Serbia and Bulgaria, as well as *firmans*, promising protection, &c., from successive Sultans and Viziers. The pile of buildings is very extensive and picturesque, and this convent is one of the highest in estimation and wealth of the whole number. The original founders were two Servian ascetics; but the principal benefactor was Stephen, king of Serbia, and son-in-law of the Emperor Romanus.

c. *Ephigménu* (*Ἡ Μονὴ τοῦ Ἐφριγμένου*) is at the distance of half an hour from *Khiliandarion*, and is situated on the edge of the sea, at the mouth of a torrent in a little narrow valley, from which *compressed* position the name is taken. Part of the convent was once crushed by the fall of some overhanging rocks, and now it is being gradually undermined by the water. This monastery was founded by Theodosius the Younger, and his sister Pulcheria, in the 5th century; but it was afterwards restored in the 11th.

d. *Batopædion* (*Βατοπαίδιον*), pro-

nounced *Vatopelti*, is 2 hrs. from the last-mentioned convent. It is the largest of all the monasteries, except *Laura*. Its name is said by the monks to be derived from the following legend. The Emperor Theodosius was passing the promontory of Mount Athos with his fleet, when a sudden storm—so common in these seas—arose, and the galley in which his child was embarked, foundered. But the Holy Virgin—that “Star of the Sea”—rescued the royal infant from the waves, and placed him under a bush (*βῆτος*) in the valley, when he was soon discovered by the afflicted Emperor, who had been driven into the little bay, where he afterwards erected a splendid monastery as a thank-offering, and called it “the Bush of the Child.” Such is the legend, invented, perhaps, to account for the singular name. The learned German traveller, Dr. Ross, believes that the name should be written *Βατοπέδιον*, and translates it *Dornenfeld*, i.e. the thorny mead. At all events, severer history records that this convent was founded by Constantine the Great, and was only restored by Theodosius, after it had been devastated by Julian the Apostate. It counts several emperors among its benefactors; one of whom, John Cantacuzene, ended his days here in the monastic garb. The monastery, with its lofty towers and battlements, its massive portals and iron gates, its numerous torrents and domes, many of them painted with variegated colours—looks much like a feudal fortress of the Middle Ages, or like one of the old fortified villages still to be found among the roots of the Alps. It is beautifully situated on a commanding height, separated from the shore of the sea by slopes, covered with plantations of olives and oranges. On the Holy Mountain, as elsewhere, the founders of monasteries have usually shown great taste in the selection of their sites.

The principal church should be noticed in passing, as it is certainly one of the most ancient on Athos; not later than the 10th century,

On a hill, near *Batopædion*, are the extensive and picturesque ruins of a college, now deserted, but which, during the last century, when under the direction of the learned *Eugenius Bulgaris* of Corfu, attained such reputation that more scholars resorted to it from all parts of the Levant than the building could lodge. The college, however, was viewed with jealous eyes by all the vulgar herd of caloyers; and there were other objections which proved at length the ruin of the institution.

e. *Kutlumush* (*Κουτλουμύσι*) is about 2½ hrs. from *Batopædion*, close to *Karyæ*, and in the most cultivable part of the peninsula, among gardens, vineyards, olive plantations, and cornfields. This is the smallest of all the convents, not containing above 30 caloyers. It was founded during the reign of Andronicus the Elder (A.D. 1283–1328) by Constantine, a noble of the Turkish family of *Kutlumush*, related to the Seljuk Sultans. His mother was a Christian, and on her death he embraced Christianity, and became a monk of Mount Athos.

f. *Pantokrator* (*Ἡ Μονὴ τοῦ Παντοκράτορος*), “the Monastery of the Almighty,” is situated near the eastern shore of the peninsula, between *Batopædion* and the Monastery of the Iberians. It was founded in the 13th century by Alexius, the general of Michael Palæologus, who recovered Constantinople from the Latins.

g. *Stauroniketes* (*Ἡ Μονὴ τοῦ Σταυρονικήτρου*) is not far from the last-mentioned convent; and was founded about A.D. 1540, by a Patriarch of Constantinople, in honour, as the name implies, of “Him who conquered by the Cross.”

h. *Iveron*, or the *Monastery of the Iberians* (*Ἡ Μονὴ τῶν Ἰβηρῶν*) is 2 hrs. from *Karyæ*, and on the eastern shore of the peninsula. For a minute description of this monastery, see Mr. Tozer’s work, vol. i. chap. iv. It derives its name from having been

founded by some pious and wealthy Iberians, under the charters of the Emperor Basil II. (A.D. 976-1025). Iberia was the ancient name of the country between the Black and Caspian seas, now called Georgia. This monastery is 3 hrs.' ride from Batopædion, and the small convents of *Stauroniketes* and *Pantokrator* lie near the route. From the Iberians to *Laura* it is a beautiful ride of 5 hrs., passing the Convents of *Philotheus* and *Caracallus* on the way.

i. *Philotheus* ('Η Μονή τοῦ Φιλοθέου) was founded in the 10th century by a certain Philotheus, in conjunction with two other persons.

k. *Caracallus* ('Η Μονή τοῦ Καρακάλλου) was founded in the 11th century, during the reign of Romanus Diogenes, by a certain Antonius, the son of a Roman Prince, named Caracallus.

l. *Laura* ('Η Λαύρα) is the largest of all the 20 monasteries, and is situated at the southern extremity of the peninsula. The term *Laura*, literally a street, in ecclesiastical Greek signifies a convent; and the title was applied, *par excellence*, to the first in size and dignity among the monasteries of the Holy Mountain.

Laura was originally the retreat of Athanasius, a hermit who lived in the 10th century; but it was subsequently enlarged and enriched by the munificence of many emperors and other benefactors. Though ranking first of all the monasteries in dignity, it is now inferior in wealth to several others, because its property was chiefly situated in southern Greece, and was confiscated under the government of Count Capodistria. The solitude and silence of its vast quadrangles speak to its poverty and decay. Among the rocks and woods around are scattered many cells and hermitages dependent on it. Like the other convents, *Laura* has the appearance of a fortified village, and is entered by a long, winding, vaulted passage, guarded by several massive

iron gates. At the small harbour below is the port for the boats of the monks, with a tower built for their protection from corsairs, now used as a prison. Directly above *Laura* rises, to the height of 6400 ft. above the sea, the peak of Mount Athos, crowning the scene in a very imposing manner; and consisting towards the summit of a white conical rock, broken with precipices, and offering a striking contrast to the rich dark foliage of the ridges below. On the highest pinnacle is placed a little chapel, dedicated to the Transfiguration, in which a service is annually performed on the festival of that mystery, August 6. The ascent can be made in one day from *Laura*, returning at night, and the splendid panoramic prospect from the summit will, in clear weather, amply repay the fatigue.

From *Laura* we proceed northward along the western side of the peninsula, where the scenery is of a more stern and gloomy character than on the eastern coast. Perhaps this fact is not without its influence on the monks themselves, for the convents on the western side are noted for a still more ascetic rule than those on the eastern shore of Mount Athos.

It is 5 hrs. from *Laura* to St. Paul; the path in many places is a mere cornice running along the face of the cliff, but not dangerous to the sure-footed mules, with which the traveller is supplied at all the convents.

At some distance from St. Paul, the route passes St. Anne, which is an ascetician (ἀσκητήριον), or place of ascetic retreat, dependent on *Laura*. Below St. Anne the cliff juts out into the Singitic Gulf. A grove of trees flourishes round the church, and from a spring high up on the face of the cliff, water is brought to irrigate the shrubs and flowers, in long aqueducts, made of the hollowed trunks of trees. The Church of St. Anne is noted for possessing, in a silver case, set with precious stones, the left foot of that saint. If the traveller is anxious to see this relic, the caloyers, having first lighted candles, and put on their full canonicals, will draw forth the

ghastly and shrunken sinews, which they devoutly kiss.

m. St. Paul (Ἡ Μονὴ τοῦ Ἀγίου Παύλου) was originally founded for Servians and Wallachians, and takes its name, *not* from the Apostle Paul, but from one of its own chief benefactors,—a son of the Emperor Maurice (A.D. 582–620).

It is 4 hrs. from St. Paul to Karyæ, a striking route, leading across the central ridge of the peninsula. The 3 following convents are not far from St. Paul, and also on the western coast of the peninsula.

n. St. Dionysius (Ἡ Μονὴ τοῦ Διονυσίου), founded A.D. 1375, by Alexius III., Emperor of Trebizond, at the instance of Dionysius, then Archbishop of Trebizond.

o. St. Gregory (Ἡ Μονὴ τοῦ Γρηγορίου), founded by a saint of that name in the 14th century.

p. Simopetra (Σιμόπετρα, i.e. Σίμωνος Πέτρα), not far from St. Paul, derives its name from its position on a cliff overhanging the sea, and from its founder, the hermit Simon, who flourished in the 13th century.

q. Xeropotamos (Ἡ Μονὴ τοῦ Ξεροποτάμου) is so called from a torrent, dry in summer, which flows past the convent into the Singitic Gulf. The monks consider the Empress Pulcheria to have been their founder.

r. Russicon (Τὸ Ρωσικὸν Μοναστήριον) is a convent originally founded in the 12th century, for Russians alone, but where the majority of the caloyers are now Greeks. It has two churches, in one of which the service is performed in Slavonian, in the other in Greek.

s. St. Xenophon (Ἡ Μονὴ τοῦ Ξενοφάντος) is so called from its founder, a Greek saint of the 11th century.

t. Docheiariæon (Ἡ Μονὴ τοῦ Δοχειαρίου) was founded during the

reign of Nicephorus Phocas, by a monk named Euthymius, who had been *Receiver* (Δοχεῖαρχς) of Laura.

u. Constamonites (Ἡ Μονὴ τοῦ Κωνσταντινίου) is a small convent founded, according to the most probable account, in the 11th century; but also said to derive its name from Constans, son of Constantine the Great. It is situated in a rocky romantic wilderness to the left of the road between Karyæ and Zographus.

v. Zographus (Ἡ Μονὴ τοῦ Ζωγράφου) is a convent of Servian and Bulgarian monks, founded by several Slavonian nobles in the 9th century, during the reign of Leo the Philosopher. The ch. is noted for a miraculous picture of St. George, which conveyed itself from Palestine without human aid. The monks declare it to have been painted by divine will, and not by the hands of men, whence the monastery was dedicated to the Zographus, or *Painter*. There is a small hole near the eyes of this picture; and the good fathers relate the following legend, probably invented to account for it long after it was made. Once on a time a free-thinking bishop came here from Constantinople, and doubting the divine origin of the painting, struck his finger in derision through it:—when, wonderful to tell! he was unable to withdraw the presumptuous member from the sacrilegious hole, and was at length obliged to have it cut off.

Zographus is situated in an inland valley, at some distance from the sea, and is the most northern of the convents on the western side of the peninsula. It is 2 hrs. hence across the central ridge of Esphigménu, whence the traveller can return in 4 or 5 hrs. to Eriassó (Acanthus).

“One of the great sources of interest in a visit to Athos consists in this, that here can be seen in one view all the different phases of Eastern monastic life. First of all there are the hermits, who dwell, like Saint Anthony, the first anchorite, in

perfect solitude, practising the sternest asceticism. In the retreats (*Kaštopara*) we find small associations of monks living together in retirement, and working for a common stock. Again, when a number of these retreats are assembled round a central ch., a skete (*δοκκητήριον*) is formed, which in some cases differs from a monastery only in not possessing an independent constitution. And lastly, there are the regular monasteries, each enjoying a separate corporate existence, possessing lands on the mountain, and generally beyond its limits, and having the right to be represented in the Synod."—*Toszer*. The whole number of monks on Athos is believed to be about 3000, besides *seculars*, who may amount to 3000 more.

[There is a direct road from Eriassó (*Acanthus*) to Salonika, passing by *Nisvoro*, *Elerigoba* and *Galditista*.]

MACEDONIA.

29. Salonika.* (Pop. 100,000.)

Two small *Inns*, tolerably comfortable.

British Consul-General: J. E. Blunt, Esq., C.B.

Means of Communication.—Steamers of the following companies to and from Constantinople touch here frequently. Voyage about 36 hrs. *Messageries Maritimes*, *Florio*, *Austrian Lloyd's* and *Fraissinet*.

Vessels can coal here; cost 30 to 38 frs. per ton.

There is a railway to Mitrovitzá, which will probably be continued to Belgrade, by a branch line, when Macedonia will be within 4 days of London, and its port, Salonika, become the Liverpool of the Levant.

Salonika, or Thessalonica, was more anciently called Therna. Its walls give the town a very remarkable appearance, and cause it to be seen at

* Murray's Handbook to Greece. Colonel Baker, 'Turkey in Europe,' 1877,

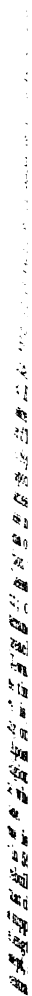
a great distance, as they are white-washed. The sea-wall was demolished some years ago, and its material used in the construction of the quay. The city has a circuit of 5 m., and retains the form of its ancient fortifications. The foundations of the "original" or more ancient circumvallation are still traceable at a distance of some 20 ft. outside the present wall. There is nothing that can properly be styled Cyclopean or Hellenic in their architecture; the foundations and superstructure are of the same date. The builders of the middle ages evidently used whatever material came readily to hand, such as the ruins of temples, Greek and Roman, Sarcophagi, Byzantine tombstones, &c., placing the heavier material in the foundations. The wretchedness of the city within contrasts with its beauty as seen from without; it rises like a theatre upon the side of a hill, flanked by plantations or clumps of elm, plane, almond and mulberry trees. The citadel stands in the higher part of the semicircular range.

Cassander changed the name of this city from Therna to Thessalonica, in honour of his wife, a sister of Alexander the Great. It was the residence of Cicero during part of his exile—a classical association, to which is added the Christian interest of St. Paul's two epistles to the Thessalonians.

In A.D. 904 the city was pillaged by the Saracens. It was again taken by the Normans in 1185, and in 1430 by Sultan Murad II.

The *Citadel*, called by the Turks the "Seven Towers," is the old Acropolis. Within this citadel are the remains of some Verde Antico pillars, and of a triumphal arch erected under Marcus Aurelius.

The *Propylæum of the Forum*, called by the Spanish Jews who reside in that quarter *Las Incantadas* (from their idea that the 8 caryatides on it were petrified by enchantment), was a magnificent Corinthian colonnade of 5 pillars, supporting an entablature, with 4 void spaces between the pillars for the entrance into the Forum. Over



the entablature was an attic, with figures in alto relievo. This structure is no longer *in situ*, having been deported to Paris under the Second Empire. The Caryatides are now to be seen in the basement of the Louvre.

Some of the *Christian churches*, now turned into mosques, are very interesting, and they can be seen without difficulty under the auspices of a *cavass* from the Consulate. With the single exception of Constantinople, there is no place in the ancient Greek Empire which contains so many or so interesting churches as Salonika. The principal are—1. That of *St. George* or *Eski-Metropoli*; it is a round ch., built on the model of the Pantheon at Rome, the cupola, however, being closed in. The inside is covered with beautiful mosaics. It is believed that this building was either erected or converted from a temple into a Christian ch. about A.D. 400. The ancient Hippodrome, a magnificent area, was situated between this ch. and the sea. Here took place the great massacre of the Thessalonians by order of Theodosius. 2. In the *Church of St. Sophia*, which is now a mosque, corresponding in its proportions with its namesake at Constantinople, but of far less magnitude, are columns, and a Bema of Verde Antico. There is a tradition that when St. Paul preached at Thessalonica he made use of this pulpit; others say he preached in a subterranean ch. beneath. Where he did preach was in the "Synagogue of the Jews." This pulpit is evidently of the time of the Latin occupation. There is another Jewish tradition, resting on no better foundation, that the Apostle "reasoned with" their co-religionists of the day in a synagogue where stands the present *Kul Askinas*. 3. The *Mosque of St. Demetrius* is a great 5-aisled basilica, built in 597, destroyed by fire in 690, and rebuilt or repaired immediately after that date. The pillars of the side aisles support a gallery running the whole length of the building. There is a transept, and a single apse terminates the central aisle. There are some

chapels and buildings attached, which add very much to the interest of the whole. 4. The *Mosque of Eski Djuma* was once a temple sacred to the Therman Venus. On either side were 12 pillars of the Ionic order. The 6 columns of the Pronaos remain, though almost concealed by the wall. It could be easily restored to its original form, and, next to the Theseum at Athens, would appear in more perfect preservation than any monument of Grecian antiquity. This mosque was a 3-aisled basilica, with an inner and outer *narthex*, each about 23 ft. in width. The ch. was 137 ft. long by 50 wide, and a gallery runs over the side aisles. The above are perhaps the principal, but they are only a few of the 37 churches still said to exist at Salonika.

The two monuments of greatest interest in the town were the arches at the western and eastern sides of the town, forming the entrance to and exit from it by the *Via Egnatia*. The western or *Vardar gate* has been pulled down of late years, and most of its sculptured work used to repair the wall. The eastern arch is still standing, though in a dilapidated condition. It is supposed to have been erected in honour of Constantine, as a monument of his victories over the Sarmatians. The eastern or Constantine arch is more than 100 yds. within the gateway. The western or Augustan arch was demolished some years ago in the name of civic embellishment, and the dressed stone used in the construction of the quay wall. The slab bearing the inscription "*Πολειταρχουτω*" was secured by Consul Blunt, and presented to the British Museum.

The winter climate is very pleasant, —bright clear days, generally with hard frost at night; in summer it is malarious and unhealthy. Sport is excellent. The commerce consists of the exportation of corn, cotton, wool, tobacco and silk. Several English gentlemen have farms in the neighbourhood,

SECTION IV.

GREEK ARCHIPELAGO.

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THE *Ægean Sea*, called by the Italians the *Archipelago* (probably from *Αἰγαῖον πέλαγος*), and by the Turks the *White Sea* (to distinguish it from the *Black Sea*), is bounded on the N. by Macedonia and Thrace, on the W. by Greece, and on the E. by Asia Minor.

The navigation has always been difficult, on account of its numerous islands and rocks, which occasion eddies and a rough sea, and also on account of the Etesian or northerly winds, which blow with great fury, especially about the equinoxes. The ancient poets frequently allude to these storms.

The appearance of most of the *Ægean Islands*, on approaching them, is similar. Instead of the rich verdure and fragrant groves of Corfu and Zante, they generally present rude cliffs and acclivities, scarcely varied by a single tree, and whose loveliness is seldom enlivened by a human habitation.

On landing, however, every islet presents a different aspect; and every secluded hamlet a new picture of life, of manners, of costume, and sometimes of dialect. The soil of one is rich, luxuriant and verdant; that of a second, only a few miles distant, is dry, scorched and volcanic; the harbour of another is filled with the little trading craft of all the surrounding ports: its quays rife with the hum and hurry of commerce, and its coffee-houses crowded with the varied inhabitants of a hundred trading-marts; whilst a fourth, of equal capacities, and barely an hour's sail beyond it, will be as quiet and noiseless as a city of the plague; its shores unvisited, its streets untrodden, and its fields untilled.

From age to age the natives of these secluded spots have continued to preserve those customs and those manners whose antiquity is now their greatest charm, and which long association has rendered it almost sacrilegious to alter or abandon.

The Islands of the *Ægean* are divided into two principal groups:

1. The *Sporades*, which derive their name from being *sown*, as it were, along the coasts of Macedonia, Thrace and Asia Minor; and

2. The *Cyclades*, which are so named from their encircling the holy Sanctuary of Delos.

The former of these groups, with the exception of a group lying off the northern extremity of Eubœa, are still under the dominion of Turkey, though the Ottomans have rarely settled in them; and they have been almost invariably treated with less oppression than the continental provinces of the Sultan. The latter group belong to the Kingdom of Greece. The population of the latter group in the year 1879 amounted to 165,543.

The following is a list of the principal islands in both groups:—

SPORADES (Turkish).

30. Thasos.
31. Samothrace (Samothraki).
32. Lemnos (Stalimene).
33. Imbros.
34. Tenedos.
35. Lesbos (Mytilene).
36. Psyra (Psara).
37. Icaria (Nicaria).
38. Chios (Scio).
39. Samos.
40. Patmos (Patino).
41. Leros.
42. Calymnos.
43. Astypalæa (Stampalia).
44. Cos (Stanco).
45. Nisyros.
46. Telos (Episcopi).
47. Syme.
48. Chalki.
49. Rhodes (Rodi).
50. Crete (Candia).

CYCLADES (Greek).

51. Syros (Syra).
52. Tenos.
53. Mykonos.
54. Delos.
55. Andros.
56. Keos (Zea).
57. Kythnos (Thermia).
58. Serphos.
59. Siphnos (Siphanto).
60. Kimolos (Aigentiera).
61. Melos.
62. Pholegandros (Polykandro).
63. Sikinos.
64. Ios (Nio).
65. Thera (Santorin).
66. Anaphe (Nafio).
67. Amorgos.
68. Naxos (Naxia).
69. Paros.
70. OIiaros (Antiparo).
71. Skyros.
72. Ikos (Chiliodromia).
73. Paparethos (Skopelos).
74. Skiathos.

ISLANDS BELONGING TO
TURKEY.

30. THASOS.

The most northerly of the *Ægean* islands, situated off the coast of Thrace, and the promontory of Mount Athos, from which it forms a striking object. It is about 40 m. in circumference. In olden times it was celebrated for its gold mines, marble, and wine; its soil is now very barren. The highest mountain, *Ipsario*, rises to 3428 ft., and is covered with pine.

The principal town, also called Thasos, was situated on the N. coast upon 3 eminences, where there are still some remains of ancient walls mingled with Venetian towers. In the neighbourhood there is a gigantic

statue of Pan cut in the rocks. The mines have long ceased to be worked. Thasos is now scantily inhabited by about 7000 Greeks, dispersed in several villages. Timber, chiefly fir, is exported.

The steamers which run between Constantinople and Salonika, touch at Cavalla, where a caïque can be obtained for a trip to Thasos.

31. SAMOTHRACE (SAMOTHRAKI).

is 18 m. N. of Imbros, and about 32 m. in circumference. It is rugged and mountainous, a fit shrine for a gloomy superstition. In ancient times Samothraki was the chief seat of the worship of the *Kabiri*, and was celebrated for its religious mysteries.

In the centre of the island rises a lofty mountain, called Saos or Saōke; whence Homer (*Il.* xiii. 13) represents Neptune to have surveyed the plain and city of Troy and the Greek Fleet. The highest peak is 5240 ft. above the sea—the greatest elevation in any *Ægean* island except Crete; and it has been remarked that the view, from the plains of Troy, of Samothraki towering over Imbros is one of the many proofs of the truthfulness of the *Iliad*. There is no good harbour in this island, though there are several good anchorages on its coast.

32. LEMNOS (STALIMENE, *i.e.* εἰς τὰν
Ἀῆμονον).

Lemnos is the residence of a *Brit. Consular Agent*. It is midway between Mt. Athos and the Hellespont, and about 22 m. S.W. of Imbros. The area is nearly 150 sq. m. Its population amounts to about 12,000, chiefly Greeks. It is of an irregular quadrilateral shape, being nearly divided into 2 peninsulas by 2 deep bays, *Port Paradise* on the N., and *Port St. Anthony* on the S. The latter, which is capacious and landlocked, has good anchorage for large

ships. The E. side presents to the sea a bold rock, called the *Ἐμμαῖον λίθος Ἀήμιον* by Æschylus in his brilliant description of the watch-fires between Mount Ida and Mykenæ, announcing the capture of Troy. The general appearance of Lemnos is far from picturesque: barren and rocky, though not very high, mountains cover about two-thirds of its surface; and scarcely a tree is to be seen, except in some of the narrow valleys, which are green and fertile. The whole island bears marks of volcanic action. Here is a hot spring, still resorted to for its healing properties.

The chief town, *Kastron*, on the W. side, contains about 2000 inhabitants, who are excellent seamen.

A few miles to the S.W. is the small island of *St. Strates*, the ancient *Nese*.

33. *IMBROS*.

Imbros is situated near the Thracian Chersonese, about 18 m. S.E. of Samothraki, and 22 m. N.E. of Lemnos. It is about 25 m. in circumference, and is hilly and rugged; but it contains many fertile and woody valleys, and several villages. The highest summit is 1845 ft. above the level of the sea. There was a town on the N. side of the island, of the same name, and of which there are remains. *Imbros*, like Samothraki, was of old a chief seat of the worship of the Kabiri. Its history contains no events of importance.

The island is frequently resorted to in the autumn by sportsmen, on account of the excellent sport which it affords.

34. *TENEDOS*.

Tenedos has retained its name ever since the time of Homer. Its circumference is little more than 10 m., but it has always enjoyed importance on account of its position near the mouth of the Hellespont, from which it is about 12 m. distant. Its distance from the coast of the Troad is 5 m.; and in the story of the Trojan war it appears

as the station to which the Greeks withdrew their fleet, in order to induce the Trojans to think that they had departed.

Its population is about 7000; and the island, though rugged, is fertile and well cultivated. The town, on the N.E. side of the island, is defended by a mediæval fortress, and has a port with tolerably good anchorage. In former ages it was a *depot* for produce destined for Constantinople; its chief product being a light wine, much esteemed in Constantinople.

Close to the mouth of the Hellespont is a cluster of small islets, the *Lagusæ* of the ancients, and now known to English sailors as the *Rabbit Islands*. The largest of these is 4 m. in length, and possesses an excellent spring of water.

35. *LESBOS (MYTILENE)*.*

Lesbos is the residence of a *British Vice-Consul*. The chief facts in its political history are connected with the city of Mytilene, which stood on the E. side upon a promontory which was once an island, and both sides of which formed excellent harbours.

This "noble and pleasant island" (*insula nobilis et amena*, Tacit., *Hist.*, vi. 3) is separated from the coast of Asia Minor by a strait which varies in breadth from 10 to 18 m. *Lesbos* is about 33 m. in length from E. to W., by about 26 m. in breadth. Though in parts rugged and mountainous, it has a considerable extent of level and fertile land, and is generally salubrious. It produces bad wine, great quantities of oil, figs, a little corn, and timber is obtained from the pine-forests with which the mountains are covered. The chief town, *Mytilene* or *Castro*, on the site of the ancient city, is on the E. coast of the island, and still contains a few vestiges of antiquity. It has a population of 12,000, of whom only 2000 are Mohammedans.

* Consult C. T. Newton 'Travels and Coveries in the Levant.'

The 2 ports adjacent to the town are too shallow and confined for the requirements of modern navigation; but Lesbos can boast of 2 of the finest harbours in the world, *Port Hero*, or *Olivieri*, and *Port Calloné*. The former, in the S.E. angle of the island, has a narrow entrance, but the water is deep, and within it expands into a noble basin capable of containing the largest fleets. *Port Calloné*, on the S. side of the island, is a bay of the sea similar to that last mentioned, but of more ample dimensions, nearly, in fact, intersecting the island. It has deep water throughout, but the narrowness of the entrance causes it to be but little frequented.

Before the war of the Greek revolution, Lesbos is said to have contained 60,000 inhabitants: now the population amounts to 100,000, of whom 80,000 are Christians. The excursions into the interior are replete with interest, from the picturesque scenery and the magnificent views commanded from many of the heights. At the village of *Morea*, about an hour to the N.W. of Mytilene, are the remains of a Roman aqueduct extending across a small valley: it consists of 3 rows of arches, of which the uppermost is of brick, the lower is of finely squared stones. The highest part of the island is Mt. Olympus, 3080 ft. high. The view from the top is very fine; on a clear day Athos can be seen from it. *Ereso* (Eresos), in the western part of the island, was the birthplace of Sappho.

The situation of this island is particularly favourable for commercial enterprise, as it commands an extensive line of coast, and is placed midway between the Gulf of Smyrna and the Dardanelles, in the direct course of the steamers to and from Constantinople. A very severe earthquake occurred at Mytilene on the 7th of March, 1867.

Austrian Lloyd's and *Egyptian* steamers touch here from Constantinople on Tuesday and Friday, and from Smyrna to Constantinople on Saturday and Friday. *Fraissinet Com-*

pany's steamers every fortnight, Monday and Tuesday.

36. PSYRA (PSARA).

Psyra is a poor and desolate island now, with nothing to repay a visit; but it has acquired an imperishable renown from the gallantry of its inhabitants during the war of independence. The population numbered about 6000 souls when it began, but it was more than doubled by Christian refugees from Asia Minor and auxiliaries from Macedonia and Thessaly. Under the guidance of *Constantine Canaris*, and of other gallant leaders, the Psarians inflicted great damage on the Turks, and in 1824 the Sultan determined to crush them. The *Captan-Pasha* in person appeared before their isle with nearly 200 ships of various sizes, carrying 14,000 troops: at daybreak, on July 3, 1824, the Turkish fleet commenced a violent cannonade against the town, while, hidden by clouds of smoke, the transports steered towards a little sandy cove at the N.W. angle of the island, where they disembarked the troops unperceived and unresisted. The Moslem soldiers rushed forward, driving before them some weak parties of the Christians, and at 7 o'clock in the morning planted the Ottoman standard on the summit of the hills overlooking the town. At that sight, the Psarians saw that the fate of their country was decided; men, women and children rushed on board their ships, or plunged into the waves, where many of them perished. About 2000, however, forced their way through the Turkish fleet and escaped to *Ægina* and elsewhere in Greece. Six hundred Macedonians threw themselves into the convent of St. Nicholas, and when all hope of resistance was lost, and the enemy were scaling the walls on every side, they set fire to the powder magazine, and defenders and conquerors perished in one fearful explosion.

The subsequent carnage was awful; 3600 persons were missing out of

the indigenous population, and the Moslems themselves lost 4000.

37. ICARIA (NICARIA).

Icaria is a mountainous island, containing a population of 8000 souls, whose principal trade is in charcoal and firewood. There is no good harbour. The group of barren and rugged islands between it and Samos were anciently called *Corassiæ*; they are now known as *Phurni*, from the resemblance to *ovens* of the numerous small caves in their cliffs.

38. CHIOS* (SCIO).

The residence of a *British Vice-Consul*.

Chios is the most beautiful, the most fertile, the richest, and the most sorely afflicted island in the *Ægean* sea. Its extreme length from N. to S. is 32 m.; its greatest width 18; its circumference about 110 m. Its area is nearly 400 sq. m., and it is separated from the shore of Asia Minor by a strait about 7 m. across, the ordinary route of steamers running between Constantinople, Syria and Africa. Seen from the sea its rocky and mountainous surface justifies the epithet (*παραλίσσα*) in the Homeric hymn quoted by Thucydides (iii. 104), but when one approaches the land the aspect changes, and though the summits of the mountains are still barren, their lower slopes are seen to be richly covered with vines, oranges and almond trees. The *wine* of Chios was highly esteemed in antiquity, and still enjoys some repute. It is also noted for its figs, its silk, and especially for its *lemons* and *oranges*, which form the chief staple of its commerce.

The capital, *Kastro*, is on the eastern coast; its harbour is elliptical in form, bounded on the N. by the citadel, on the W. by the town, on the S.

* Consult Testevuide, 'Le Tour du Monde,' 1878, p. 331. Henry Houssaye, 'Revue des Deux Mondes,' 1881, p. 82.

by Turkish cemeteries, and on the E. by 2 dilapidated breakwaters; the northern one commencing at the fort and the southern one at the cemeteries. It is only where these approach each other that there is any considerable depth of water.

Steamers of the *Austrian Lloyd's* Company touch here very frequently. A steamer of the *Italian Company* from Marseilles to the Piræus, and so on to Constantinople and Odessa, touches here every fortnight. There is a service of *Egyptian* vessels leaving every Sunday for Smyrna, and a more irregular line of *Turkish* boats for Constantinople and Crete every fortnight. Coal is not obtainable. There is not much of interest in the town. The Genoese citadel is picturesque in its decay, and contains a great mass of houses within its old bastioned walls. The streets are mostly narrow, ill-ventilated, and devoid of all local character. Between the citadel and the town is a large open space called the *Younaki*, once covered with houses, now used as a parade ground, and a promenade in winter. The favourite summer promenade is at *Bellavista*, to the S. of the port.

It is outside of the town that the charm begins. The suburb called *Kampos*, to the S. of the city, was and may soon again be covered with orange gardens and villas, to which the more wealthy inhabitants retired when the labours of the day were over. Now all this is a mass of ruins. The roads here are narrow, and the enclosure walls very high, which detracts greatly from the beauty of the landscape. Round it were numerous flourishing villages, of from 60 to 300 families, the richest and most fertile in the island. From two of these, *Karies* and *Daphniona*, the town is supplied with water.

The N. part of the island, if less picturesque than the *Kampos*, is as rich and well cultivated; an excursion may be made to *Latomi*, once celebrated for its marble; *Vrontato*, a small harbour at the foot of Mount Epos, on the summit of which there is a sort of natural amphitheatre, a

a seat rudely cut in the rock, which have received the name of the SCHOOL OF HOMER, whose birthplace Chios claims to be; *Langada*, with its small but deep port; *Coloquinta* (ancient *Delphineum*), whose anchorage is rarely used; *Cardamilla*, another harbour opposite to the *Anoussai* islands, and *Volossi*, a very ancient town, celebrated for its pigs and lepers.

The southern portion is much less fertile, but it is this barren district which produces the largest revenue. The *Gum Mastic*, one of its chief sources of wealth, is the product of the lentisk (*Pistacia lentiscus*). Incisions are made in the bark about the 1st of August, when, in a day or two, the mastic begins to exude, and in the course of a week it is sufficiently hardened to be removed. It is then refined and exported for the use of the Turkish ladies, who amuse themselves by chewing it, deriving from that practice as much gratification as their male relations do from the fumes of tobacco. It is also used in certain varnishes.

One of the principal villages in this district, *Kalimassia*, which used to contain a convent of nuns, situated on a small pudding-shaped hill, was so completely reduced to ruins in 1881, that it was impossible to distinguish the remains of one from those of another. Other villages in the mastic district are *St. Georges*, *Menita*, *Mesta* and *Kalamoti*.

There are not many objects of antiquarian interest in the island. One or two Genoese towers, the foundations of the temple of Apollo at *Phanae*, traces of a Roman aqueduct, fragments of Byzantine columns, and a very few inscriptions, complete the catalogue.

In the early part of the 14th century, the Turks took the city of Chios and massacred the inhabitants. In 1346 the island fell into the hands of the Genoese, who held it for nearly two centuries and a half, when it was reconquered by the Turks. But the Chians were better treated than perhaps any other of the Christian subjects of the Porte. The island was

considered the peculiar demesne of the Sultan's mother; and the inhabitants were left with little interference on the part of the Turks, on condition of their annually furnishing a certain quantity of mastic for the use of the Imperial Seraglio, and paying a moderate capitation tax.

When the Greek revolution broke out, the island was in a very flourishing condition, and neither sought nor wished for a change in its political condition. A party of Samians, however, landed in the spring of 1822, and forced a number of the Chians to join them. Hereupon the Turkish Governor, Bashit Pasha, shut himself up in the Castle of Scio, awaiting the arrival of succour. The *Capitan-Pasha* soon appeared with a powerful fleet; and an army of fanatical Moslems was ferried across from the opposite coast of Asia Minor, and let loose upon the unfortunate island. Then commenced the work of destruction. The inhabitants, taken by surprise, and enervated by long peace and prosperity, offered no effectual resistance. The island was given up to indiscriminate pillage and massacre. The Archbishop and the heads of the clergy, with many of the principal inhabitants, were hanged, and their remains thrown into the sea. A populous city, 50 flourishing villages, and many splendid convents and churches, all reduced to ashes, attested the fierceness of Moslem revenge; it was calculated that within 2 months 30,000 Chians had fallen by the sword, and 32,000 had been dragged into slavery. About 42,000 Chians, mostly in a state of total destitution, escaped to various parts of Greece; and in the end of August, 1822, only 16,000 were left in the island.

Whilst at Scio the Moslems were gorging themselves with spoil and carnage, the narration of its sufferings, as told by the surviving exiles, covered Greece with mourning; but sorrow soon gave place to indignation, and the Greeks prepared to avenge signally the massacre and slavery of their brethren. "We have now to narrate," writes General Gordon, "one of the

most extraordinary military exploits recorded in history, and to introduce to the reader's notice, in the person of a young Psariot sailor, the most brilliant pattern of heroism that Greece in any age has had to boast of. The Greeks were convinced that if they did not by a decisive blow paralyse the Turkish fleet before its junction with that of Egypt, their islands must be exposed to imminent danger: it was proposed, therefore, to choose a dark night for sending in 2 *brulots* by the northern passage, while at each extremity of the strait 2 ships of war should cruise in order to pick up the *brulottiers*. Constantine Canaris of Psara, and George Pepines of Hydra, with 32 bold companions, volunteered their services; and, having partaken of the holy sacrament, sailed in 2 brigs, fitted up as fire-ships, and followed at some distance by an escort of 2 corvettes, a brig, and a schooner. At midnight they bore up with a fresh breeze, and ran in amongst the Turkish fleet. The Psariote *brulot*, commanded by Canaris, grappled the prow of the Admiral's ship, anchored at the head of the line, a league from the shore, and instantly set her on fire; the Greeks then stepped into a large launch they had in tow, and passed under her poop, shouting "Victory to the Cross!"—the ancient war-cry of the imperial armies of Byzantium. The Hydriotes fastened their brig to another line-of-battle ship, carrying the treasure and the Reala Bey's flag, and communicated the flames to her, but not so effectually, having applied the match a moment too soon; they were then picked up by their comrades, and all sailed out of the channel, through the midst of the enemy, without a single wound. The *Captan-Pasha's* ship, which in a few minutes became one sheet of fire, contained 2286 persons, including most of the captains of the fleet, and unfortunately also a great number of Christian slaves; not above 180 survived." The *Captan-Pasha* was amongst the dead.

Numbers of Sciot families returned and rebuilt their city and villages, and resumed their former habits of industry. [Mediterranean.]

The culminating misfortune of the island occurred on Sunday, the 3rd April, 1881. About 2 o'clock, a terrible earthquake shook the whole island; houses, mosques, churches, crumbled to pieces in a moment, burying thousands in their ruin. The earth opened in many places and engulfed others, sometimes as many as fifty or a hundred at a time. The shocks continued at intervals until the 11th, when there was one almost as violent as the first; this consummated the destruction of the capital, and caused the death of many more victims.

The country naturally suffered more than the city. The district most affected was that between Kastro and Cape Mastio. Nearly all the villages in the Kampos were destroyed; the monastery of *Neamoni*, the largest in the island, was hurled over the cliff on which it was built, burying 60 monks in its ruin, one only escaped. Forty-two out of the 75 villages which the island contained were more or less destroyed, those in the Mastio district suffering most. *Menita*, which had 4,000 inhabitants, had 700 killed. At *Semina*, 40 perished out of 70; at *Kalamissia*, there were 400 deaths; at *Tholopotamos*, 200; at *Thymiana*, 300.

Great efforts were made all over Europe to send succour to the unfortunate survivors. Capt. Trotter, the delegate of the Relief Committee at Constantinople, took great pains to ascertain the exact number of persons killed. He estimates it at upwards of 5,600—the wounded were comparatively few in number. Chios has recovered from equally great misfortunes before, let us hope that the effects of this visitation of Providence may not be more permanent than the ravages committed by the Turks.

39. SAMOS.

The residence of a *British Vice-Consul*.

Samos is one of the principal and most fertile islands of the *Ægean Sea*,

and has a population of 40,000. It is separated from the coast of Ionia by the *Little Bosphaz*, a strait less than a mile in breadth, and from Icaria by the *Great Bosphaz*, which is 11 m. This is the usual passage used by vessels plying between Egypt, Syria, and Constantinople. The circumference of the island is about 80 m., and it is nearly 30 m. in breadth and 8 in mean breadth.

Of old it was regarded as the centre of Ionian manners, art, and science. It was the birthplace of Pythagoras, and of several famous artists, philosophers, poets, and historians. The ancient capital, also Samos, stood on the S.E. side of the island; there still exist remains of its walls, towers, theatre, and aqueduct.

Samos is, to a great extent, self-governed; the Porte nominates a governor with the title of "Prince of Samos," who rules with the aid of a senate composed of four members, nominated by himself, out of eight chosen by a general assembly, which itself, has 36 elected members. The "Porte" receives a tribute, but otherwise the island is independent. It exports wines, both dry and sweet raisins, olive oil, and kharoub or locust beans, also a few skins imported raw, and worked in the island. It imports cereals which it does not produce, and the various manufactured goods of Europe. Its mountains furnish quarries of marble and forests of timber.

The old capital was *Khora* (Χώρα, the town), on the S. side, about 2 m. from the sea, on the lower extremities of a mountain, on which the ancient Acropolis (*Astypalæa*) was placed.

Since 1832; Vathy (Turk. *Bađi*, deep) has been the capital of the island; it is there that the Prince resides, and the senators and representatives of the people hold their sittings. It is the residence of a British consul, and has a population of 6000 souls. It is a very clean town, situated at the extremity of the roadstead, with a mole and convenient quays. It is well paved and lighted, and its police is admirable.

Samos did not suffer from the severe earthquakes, which desolated Scio, and the towns and villages on the mainland in 1881.

It is in weekly communication with the Continent by the steamers of the Austro-Hungarian and Bell's Asia Minor Companies.

40. PATMOS (PATINO).

Patmos or *San Giovanni di Patino*, as it is called by the Italian mariners of the Levant, is 20 m. S. of the W. extremity of Samos. It is a solid irregular mass of rock, bleak and barren. Its shores are indented with several good harbours, and its principal port, or *scala*, on the E. side, is one of the safest in the Greek islands. Patmos is about 10 m. in length, 5 in breadth, and 28 in circumference. The island was used by the Romans as a place of banishment, and here, according to universal tradition, St. John wrote the Apocalypse, during the exile to which he was condemned, A.D. 94, by the Emperor Domitian, for preaching the Gospel.

At the landing-place is a small village, comprising about 50 houses and shops. On the ridge of a mountain, overlooking the port, stands the town, which is reached by a steep and rugged ascent of half an hour. A still higher ridge is crowned by the celebrated monastery of *St. John the Divine*, presenting the appearance of a fortress of the middle ages. It was built by the Byzantine emperors in the 12th century, and endowed with lands in several of the neighbouring islands. The church and library should be visited; the latter contains about 300 MSS. and about 1000 printed volumes. The famous grotto or cavern where St. John is said to have written the Apocalypse, is situated on the face of the hill, about half-way between the town and the port. It is covered by a chapel, where numerous lamps are kept constantly burning, and on whose walls are rudely depicted various subjects relating to the Apocalypse.

The population amounts to 4000, and is exclusively Greek.

41. *LEROS*.

Leros, a small island, lying off the coast of *Caria*, is 6 m. long and 4 broad. It is irregularly formed of rocks and mountains. The town stands on a sloping hill on the N.E. side, and is crowned by the ruins of a mediæval castle. The inhabitants are about 3000 in number, and are under the Pasha of *Rhodes*.

42. *CALYMNOS*.*

Calymnos lies off the coast of *Caria*, between *Leros* and *Cos*. It also is subject to *Rhodes*, and has a population of about 7000, who are engaged, like those of *Leros*, principally in the carrying-trade and sponge fishery. The island is bare and mountainous. The modern church of *Christos* is built on the site of a temple of *Apollo*.

43. *ASTYPALÆA* (*STAMPALIA*).

Astypalæa consists of two large rocky masses, united in the centre by an isthmus, which, in the narrowest part, is only 500 ft. across. On the N. and S. the sea enters two deep bays between the two halves of the island; and the town, which bore the same name, stood on the western side of the southern bay. To the S. and E. of this bay lie several desert islets. The modern town contains about 1500 inhabitants, who are tributary to the Pasha of *Rhodes*. Here is a stately mediæval castle, which commands a splendid prospect, extending in clear weather to *Crete*. This little town contains an extraordinary number of churches and chapels, sometimes as many as 6 in a row. They are built to a great extent from the ruins of the ancient temples, and in every part of the town are seen capitals of columns and other remains.

* Consult C. T. Newton, 'Travels and Discoveries in the Levant,' 1855.

44. *COS* (*STANCO*).

Cos is one of the most renowned of that beautiful chain of islands which covers the western shore of *Asia Minor*. It is nearly opposite the Gulf of *Halicanassus*, and is separated by a narrow strait from *Onidus* and the *Triopian Promontory*. It is 23 m. in length from N.E. to S.W., and about 65 in circuit. The principal city, bearing the name of the island, was near the N.E. extremity. It was illustrious as the birthplace of the painter *Apelles*, and of the physician *Hippocrates*. An interesting inscription associates it with *Herod the Tetrarch*, whose father, as we learn from *Josephus*, had conferred many favours on *Cos*.

The present population amounts to about 8000. The capital stands picturesquely on the site of the ancient city. An unhealthy lagoon to the N. marks the position of the harbour. There is some curious sculpture in the walls of the castle, perhaps from the Temple of *Æsculapius*.

An hour and a half W. of *Cos* is the celebrated fountain of *Burinna*; an ancient aqueduct descends from this source to the town: a circular vaulted chamber is built over it.

45. *NISYROS*.

Nisyros is a small, round, volcanic island, the highest point being 2271 ft. There is no good harbour, and the population does not exceed 2500.

46. *TELOS* (*EPISCOPI*).

Telos is a little island between *Rhodes* and *Nisyros*, containing about 1000 inhabitants. The chief village is at half an hour's walk from the landing-place.

47. *SYME*.

The town of *Syme* is situated on the principal port, which forms a narrow but deep and safe harbour, called the

Strand (Αἰγιαλός). The inhabitants amount to 7000, and live together in the town and at the port. They are chiefly occupied with the sponge-fishery, which employs 150 boats, and a dozen good-sized vessels.

48. CHALKI.

Chalki is a small rugged island lying off the W. coast of Rhodes. It contains about 1500 inhabitants, chiefly engaged in diving for sponges. The harbour is good, though small.

49. RHODOS or RHODES (ΡΟΔΙ).*

English Vice-Consul: E. Calvert, Esq.

From the most remote period of antiquity **Rhodes** has occupied a conspicuous place in the page of history. In more modern times it was famous as the stronghold during two centuries of the Knights of St. John of Jerusalem, and as the scene of one of the most heroic defences on record. Besides these associations, its beautiful climate and scenery will well repay a visit, and the island is now easily accessible, as the French and Austrian steamers between Syria and Smyrna always touch here, weather permitting, as also do Bell's steamers, running between Smyrna and Syra and Mersina, and calling at many islands.

Vessels can coal here; price about 50 frs. per ton.

It is the most eastern island of the Egean Sea, and lies off the S. coast of Caria, at the distance of about 12 m. Its length from N.E. to S.W. is nearly 43 m.; its greatest breadth 20 m. Ancient tradition and recent excavations clearly indicate the early peopling of the island by the Phœnicians. It soon became a great maritime confederacy; the Rhodians made dis-

tant voyages, and founded numerous colonies in Iberia, Sicily, Italy, and on the coast of Asia.

After the Peloponnesian war the history of the island presents a series of conflicts between the democratical and oligarchical parties, and of subjection to Athens and Sparta in turn till the end of the Social war, B.C. 355, when its independence was acknowledged. The Rhodians submitted to Alexander; but at his death they expelled the Macedonian garrison. In the ensuing wars they formed an alliance with Ptolemy, the son of Lagus, and Rhodes successfully endured a famous siege by the forces of Demetrius Poliorcetes, who at length, in admiration of the valour of the besieged, presented them with the engines which he had used against their city, from the sale of which they defrayed the cost of the statue of the Sun, celebrated under the name of the "Colossus of Rhodes," as one of the Seven Wonders of the world. It was the work of Chares of Lindus, a statuary in bronze, and a favourite pupil of Lysippus. The height of the statue was upwards of 105 English feet, it was 12 years in erecting, and cost 300 talents. It stood at the entrance of the harbour of Rhodes, but there is no authority for the statement that its legs extended across the entrance of the port. It was overthrown and broken to pieces by an earthquake 56 years after its erection, B.C. 222. The fragments remained on the spot 894 years, till they were sold by the general of the Caliph Othman IV. to a Jew of Emesa, who carried them away on 900 camels, A.D. 672.

In the wars with Antiochus and Mithridates, the Rhodians gave the Romans the powerful aid of their fleet, and they were rewarded by the supremacy of Southern Caria, where they had settlements from an early period. In the Civil Wars they took part with Cæsar, and suffered in consequence from Cassius, B.C. 42, but were afterwards compensated for their losses by the favour of Antony. They were at length deprived of their independence by Claudius; and their pros-

* Murray's *Handbook to Turkey in Asia*; Newton's *Travels and Discoveries in the Levant*, 1865; Guérin, *Voyage dans l'île de Rhodes*, Paris, 1856; 'L'île de Rhodes,' par Édouard Biliotti et l'Abbé Cottrel, printed as well as written at Rhodes, and sold by Cottrel, 11 R. de l'Étoile, Compiègne.

perity received its final blow from an earthquake which laid the city of Rhodes in ruins, A.D. 155. On the division of the empire, this island was allotted to the Emperors of the East. It was seized for a short period by the Saracens, but having been recovered by the Greeks, it was under their nominal power when it was conquered in 1309 by the Knights of St. John of Jerusalem, who had recently been expelled from Palestine. The Knights, as the declared enemies of the Infidels, were engaged in perpetual warfare with the Turks, and sustained several blockades and sieges. It is said that it is the memory of one of these struggles which is perpetuated on every Italian coin at the present day. A Prince of the House of Savoy having performed prodigies of valour, the Grand Master authorized him to inscribe on his banner the following motto: *Fortitudo Ejus Rhodium Tenuit*, the first letters of which words, *F.R.E.S.T.*, are inscribed three times on the edge of Italian coins. The Knights retained possession of Rhodes, however, till A.D. 1522, when, after a glorious resistance, they were compelled to surrender to Suleiman the Magnificent. The Knights then retired first to Crete, and next to Sicily, where they continued till 1530, when the Emperor Charles V. ceded to them the island of Malta.

Few historic feats surpass in interest the siege of Rhodes by Suleiman. It lasted 5 months, during which prodigies of valour were displayed by both Turks and Christians. The knights being at last moved at the fate which must have inevitably attended the Greek population, if the town, which was no longer tenable, should be carried by storm, acceded to the terms held out by Suleiman. The principal stipulations were: that the churches should not be profaned—that no children should be taken from their parents—that the citizens should be allowed the free exercise of their religion—that every individual, whether knight or citizen, should be at liberty to quit the island—that those Christians who remained should pay no tribute for 5

years—that the Knights should depart in their own galleys, and be supplied with additional transports from the Turkish fleet, if they required them—that they should be allowed 12 days from the ratification of the treaty to embark their property—that that property should include relics, consecrated vessels, records, and writings, and all the artillery employed on board their galleys.

Villiers de l'Isle Adam, the Grand Master, embarked last of the sorrowing band. On the morning of the 1st of January, 1523, the fleet, consisting of about 50 sail of all descriptions, put to sea. It was an hour of woe; but the mourners looked their last on the shattered towers from which the fate of war had driven them, supported by the consciousness that, though Rhodes had passed from under their sway, their protracted resistance had conferred the fame of victory even on defeat. The Turks, in token of respect for the vanquished, long refrained from defacing their armorial insignia and inscriptions on the public buildings of the city.

The island of Rhodes is of an irregular quadrilateral form, rising gradually from the sea till it attains a considerable elevation towards the centre, where it terminates in the lofty summit (4068 ft.) of *Mount Attaios* (the ancient *Atabyros*, on which was a temple of Jupiter), commanding a noble view of the island and of the neighbouring shores of Asia Minor. In ancient times the interior of the island was covered with dense forests of pine, whence the Rhodians drew supplies of timber for their fleets; and in modern times it has supplied considerable quantities for the dockyards of Constantinople. Speaking generally, the soil in the lower parts is dry and sandy; but there are some fine valleys, well watered by the numerous streams that descend from the mountains. The fertility of Rhodes was celebrated by Pindar (*Olymp. vii.*); but, owing to the insecurity and extortion of which the inhabitants have been long the victims, its agriculture is now in a very depressed state, many of its

finest fields being allowed to lie waste, and the island not producing corn sufficient even for its scanty population. The wine, too, has sadly degenerated from that mentioned by Virgil (Georg. ii. 102) as fit for the feasts of the gods. Rhodes produces oil, oranges, citrons and other fruits; and, if properly cultivated, might produce most necessaries in profusion.

The climate is proverbially fine. Hardly a day passes throughout the year in which the sun is not visible, but the powerful radiance of the East is neutralized by fresh gales from the sea. The only beasts of burden used are mules and donkeys, there being no camels, and but few horses. Partridges are abundant. Various species of excellent fish, with coral and sponges, are found in the surrounding sea.

The city of Rhodes is situated at the N.E. extremity of the island, and has an imposing appearance from the sea. It is built in the form of an amphitheatre, on ground rising gently from the water's edge, and was strongly fortified, having a moated castle of great size and strength, and being surrounded by walls flanked with towers. These works were constructed by the Knights of St. John, and they bear evidence of the same skill as was afterwards exhibited in the fortifications of Malta. Above the ramparts appear the domes and minarets of the mosques, together with some tufted palm-trees. On entering Rhodes, as is also the case in so many other Eastern towns, the interior disappoints the expectations raised by the exterior—narrow winding lanes and mean houses of soft stone having generally replaced the substantial buildings of the Knights. Contrary to what might have been expected, the best streets are in the quarter inhabited by the Jews. The Greeks occupy several distinct suburbs, called *Marasses*, outside the city. On the land side the town is surrounded by a Turkish cemetery, beyond which are some detached and finely situated country-houses and gardens, and then suburbs and more country-houses. The palace of the Grand Master and the ch. of St. John, which contained some

tombstones* of Grand Masters and Knights and which had been converted into a mosque, were almost entirely destroyed by the explosion of the powder magazine by lightning on the 6th of November, 1856, which also killed about 600 of the inhabitants. An earthquake a year afterwards completed the destruction. The massive houses in the Street of the Knights withstood the shock. The Grand Hospital of the Knights is used as a barrack. The Street of the Knights bears a strong resemblance to parts of Valletta in Malta, for which it probably was the model. Many of the stone houses in this quarter have the armorial bearings of the knights sculptured on their walls, where may be distinguished the arms of England, France, the Popes, and the heraldic devices of some of the most illustrious families in Europe. The windows have generally been disguised by the wooden lattices placed before them by the Turks to conceal the ladies of their harems. The modern town, though occupying only a fourth part of the site of the ancient city, is still too extensive for its present population.

It has 2 HARBOURS: the smaller, a fine basin, with a narrow entrance, is perfectly sheltered on all sides; but the Turks have allowed it to be so much choked up by sand that it can now be used only for small craft. It is quite practicable, however, for vessels drawing 13 ft. of water. The other harbour is a little larger, with deep water, but is exposed to the N.E. winds. When the wind is strong in this direction, ships cannot enter the harbour, but either bring up under the lee of Windmill Point, or deeper into the Bay of Trianda, during the gale, or else run across and anchor in the Marmarice Bay, or in Port Cavaliere on the opposite coast. A lighthouse is erected on the Mill Point, and another one on the Mole between the 2 harbours, over a fort which protects them. The trade of Rhodes is now inconsiderable.

There are scarcely any *Hellenic* re-

* Some of these have been removed to the Musée de Cluny at Paris.

mains in the city. The ancient coins bear a pomegranate flower on their reverse. A traveller with 10 days or a fortnight at his disposal, will do well to employ that period in excursions into the interior of the island.

He should procure through his consul a *bonyourouldi*, or order to the different primates of the villages, who will afford him every assistance. Each mule and its attendant will cost him from 10 to 12 piastres a day. Rhodian muleteers are generally serviceable and honest people. The traveller should take with him tea, coffee, sugar, rice, macaroni, cheese, some spirits, wine, butter and candles. He should provide himself with a pair of the famed Rhodian boots, which are made of stout, soft, untanned calf-skin, to come well up over the knees, as without them, when walking, which he will be obliged to do very frequently, his nether garments will soon be torn to pieces by the underwood.

There are several convents in the island, but they are mostly very dirty, and the private houses, although clean, are full of fleas, so that both the one and the other ought to be avoided, unless one is provided with a good supply of insecticide powder. If the traveller is a sportsman, he had better take his gun with him, as there are plenty of hares and partridges in all parts of the island, and woodcocks during the season, together with deer in the pine districts.

In one hour from the capital, the traveller reaches the pretty village of TRIANDA, beyond which a shattered column and multitudes of potsherds mark the site of *Ialysos*. Four hours farther down the W. coast of the island, there are indisputable traces of *Camireos* and its necropolis. On the E. shore, the modern village of *Lindus* still retains the name of the ancient city. There are considerable Hellenic remains in this neighbourhood, and elsewhere in Rhodes; and the scenery is always charming.

There are now 54 villages or hamlets, many of whose names are evidently Hellenic. They are generally

thinly inhabited, the largest containing 1600 inhabitants. The population of the whole island amounts at the present day to about 27,000, of whom 6000 are Turks, 3000 Jews, and the remainder Greeks. Of this whole number, 10,000 dwell in the capital and its suburbs.

The 3 highest points are—*Mount Elias*, 2620 ft; *Mount Atabyros*, called *Artamite* on its lower easterly side, 4068 ft.; and *Mount Acramyti*, 2706 ft. The island is divided lengthways by a mountainous chain which runs in a zigzag from N.E. to S.W., throwing out spurs in a variety of directions. From Mount Elias to Mount Atabyros this chain approaches the northern coast, sending out a branch in the direction from Mount Atabyros and Mount Acramyti to Cape Monolithus, which forms a mountain barrier between the N.W. and S.W. sides of the island. The village of *Embona* is situated at the foot of Mount Attairos.

The coast between Mount Attairos, from the sea, rises in steep mountain sides. Proceeding from Embona in a N.E. direction towards the city of Rhodes, we find a gradual descent of the ground, and expansion of the landscape, as the scale of the hills diminishes. This district produces much corn, which is cultivated on the sides of the hills and on the level land near the sea.

The character of the scenery of this portion of the island is exceedingly rugged, the lower ranges of hills being torn, broken and convulsed by the action of earthquakes. The hilly ranges extend along the coast till within a very short distance of the sea, leaving a level plain between Calavarda and Trianda, after which village it is reduced to the width of a roadway. This part of the island, which is fertile, would, with better cultivation, yield an abundant produce. In the level land along the coasts there are numerous streams which irrigate the grounds, thus causing them to bring forth luxuriant crops of corn, figs, olives, lemons, oranges, water and marsh melons, and other fruits. The richest portion of this part of the island is

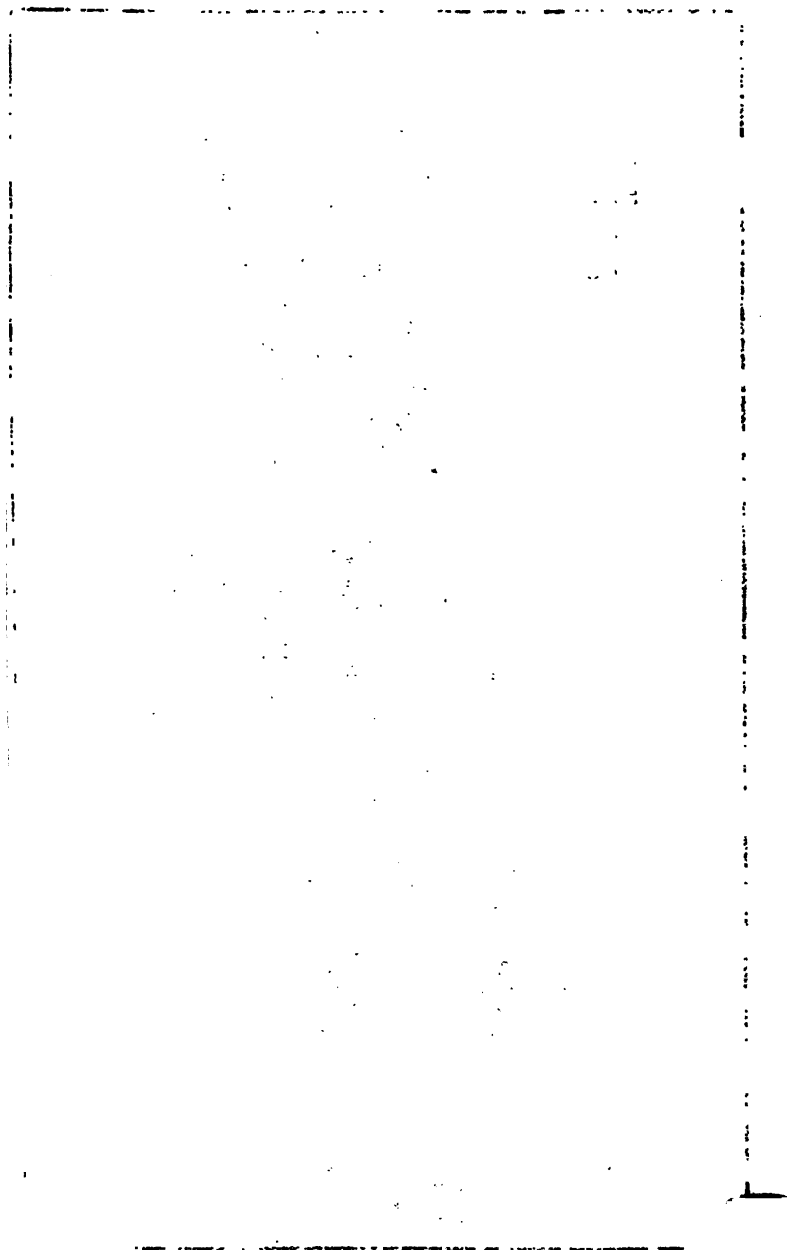
between the village of *Villanova* and *Trianda*. At the latter the ground is mostly laid out in gardens.

The eastern side of the island runs in a direction from N.E. to S.W., and, with the exception of the plains of *Aphanos*, *Malona* and *Massari*, is not nearly so fertile as the western side.

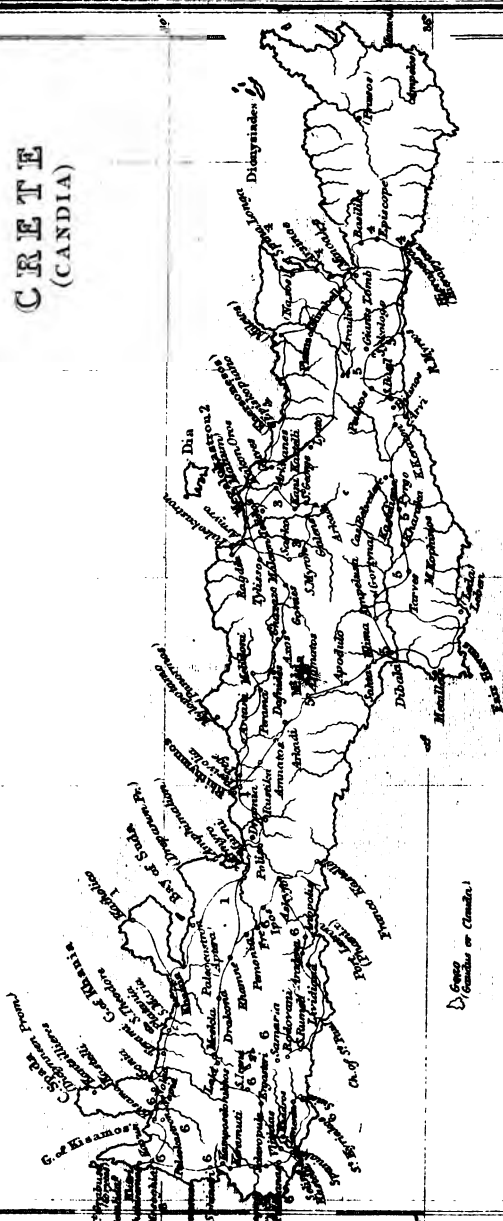
The peasant in the Isle of Rhodes is almost always the proprietor of a small piece of land, which he tills himself, sufficient for the maintenance of his family. Nearly the whole of the land is thus distributed into small portions cultivated by peasant proprietors, a system no doubt favourable to the peasants, considered as individuals, but a great impediment to the improvement of the soil. The peasants have neither the capital nor the intelligence for the proper cultivation of their land, nor have they indeed a sufficient motive for it. They consider the land as the means of obtaining enough for their own wants, not as capable of yielding a surplus for exportation; consequently their agriculture is of the rudest kind. They are in the habit of clearing quantities of ground on the sides of the mountains, generally magnificent forests, by burning them, merely for the sake of ploughing it over, abandoning these new clearings after the first year's crop, and leaving the ground a barren waste. Even supposing the peasant to have the means and inclination to increase his agricultural produce, exportation on a large scale would always be hindered by the absence of roads, the whole produce of the island being carried on the backs of mules. The Rhodian peasant lives in a house built solidly of freestone of a good quality, which is abundant in the S.E. part of the island. The interior of the house consists of a single square chamber, the roof of which is usually supported by a stone arch of a very wide span, but in the villages near the pine-forests, in the centre of the island, a large beam is employed instead of the stone arch. The whole of the furniture consists of a bedstead, and a row of large wooden chests, to keep household articles,

which are always provided by the wife on her marriage, and handed down from mother to daughter. It is only occasionally that such luxuries as a table or chair are to be met with. In the house of a thriving peasant there is always a large stock of pillows, *μαξιλάρια* (*maxilaria*), which are used both as pillows and seats. There is also a good supply of cotton quiltings, called *παπλόματα* (*paplomata*), which serve the double purpose of blanket and mattresses. These bedding materials may be regarded as a considerable portion of the peasant's savings, which he has had the prudence to secure by this permanent investment. One wall of the chamber is always decorated by a collection of earthenware plates. These were formerly in great part of the kind known as *hindos* (or Rhodian) plates; but owing to the great demand which has arisen for this ware in Europe, they are now seldom seen; and the prices asked in the island are as high as elsewhere. The manufacture of hindos plates was introduced at an unknown period during the Middle Ages by Persian exiles. The industry was partly contemporary with the rule of the Knights, as is proved by some rare specimens on which are depicted coats of arms. A plate of inferior make, which bears a Greek inscription with the date 1667, is supposed to be among the latest produced. The peasant's food consists principally of bread of a good quality, cheese, eggs, and salt fish. In most of the villages the soil is sufficiently fertile, and produces fruit and wine, the sale of the surplus of which enables the peasant to supply himself with such imported articles as coffee, rice, and sugar. In the districts where the produce is of a less valuable kind, these last-mentioned articles are almost altogether wanting (from the poverty of the inhabitants), and oil is substituted for butter.

Marriages in Rhodes are unnaturally early; notwithstanding, the Rhodians, both male and female, are a fine, strong, healthy, handsome race, which may be attributed to the fineness of the climate.



CRETE (CANDIA)



Generally the Rhodian peasant can neither read nor write. There are at present a few schools in the principal villages, and in the town of Rhodes. The Rhodian peasant is not deficient in intelligence; his disposition is quiet and obliging, combined with great simplicity of manner; and he is so extremely hospitable, that he always refuses payment for any refreshment the traveller may take in his house. The craft and duplicity which distinguish the Greek race are less prominent features among the Rhodians than in the other islands in the Archipelago.

The peasants are exceedingly attached to their religion, and devote the surplus wealth of each village to the erection of a church. These are all creditable specimens of a style of architecture which may be regarded as indigenous in the island, which has retained the pointed arches, groined vaultings and piers of the mediæval Gothic. It would appear, then, that the style of architecture employed by the Knights of St. John in the 15th century has been preserved by tradition amongst the Rhodian people, and transmitted as a craft from generation to generation, through the rude hands of these native builders.

50. CRETE (CANDIA, KIRIT ADASI).*

H.M. Consul: T. B. Sandwith, Esq., C.B.

Means of Communication.—An *Austrian Lloyd's* steamer leaves Piræus every Sunday afternoon at 4 o'clock, arriving the following morning at Chania, bringing letters and newspapers posted in London the previous Sunday evening. On Tuesday morning it returns to Piræus, carrying the mail which is due to arrive in London on Wednesday night of the following week. The same company has also a little coasting steamer to serve the ports of Candia and Rethymo, which

leaves Candia (called also Megalo-Castro, and Heracleon) every Sunday morning, meeting the steamer from Piræus on Monday, and returning to Rethymo and Candia the following morning. There is also a Greek steamer leaving Syra every Saturday morning for Candia, Rethymo, and Chania one week, and on the alternate week for Chania, Rethymo, and Candia, calling both coming and going at the islands of Melos, Siphinos, and Seriphos.

A *Turkish mail steamer* runs between Tripoli, Bengazi, Crete, Smyrna, and Constantinople once a fortnight each way, but the service is very irregular.

Coal can generally be had at Sudra bay. It is of inferior quality, being the produce of the mines of Heraclea in the Black Sea. Sometimes English coal can be had from the Turkish naval authorities; price, 53 frs. per ton.

Travel in the Interior.—Excursions in the interior must be made on horse-back, with precautions similar to those necessary in other parts of Greece. Chania should be made the traveller's head-quarters. He should procure letters, through the consul, to the government functionaries in the different districts.

This island is known among its own inhabitants only by its Greek appellation of Crete, pronounced Kriti by the modern Greeks. The Saracenic *Khandax*, applied to the principal city (called by the Greeks *Μεγαλόκαστρον*, i.e. *Greatcastle*), became with the Venetian writers *Candia*, and hence that name has been given to the whole island.

Its length from E. to W. is about 160 m.; its breadth is very unequal, being in the widest part nearly 40, and in the narrowest only 6 m. The whole island may be considered a prolongation of that mountain chain, which runs through the Peloponnesus to Cape Malea, and which, broken by the sea, appears in the intervening islands of Cythera and Ogylos. The geological formation resembles that of the Hellenic peninsula. About

* Pashley (R.), 'Travels in Crete,' 2 vols. 8vo. 1837; Spratt (Capt. R.N.), 'Travels and Researches in Crete.'

the middle of the chain which runs through the island is Mount Ida, terminating in 3 lofty peaks 8000 ft. high; to the W. it was connected with the ridge called the *White Mountains* (Λευκά Όρη, or in *Romanic* Ασπρα Βόνα), whose snow-clad summits and beautiful outlines are visible in clear weather from the southern shores of the Peloponnesus. The rivers of Crete are numerous, but are little more than mountain torrents, and are for the most part dry in summer.

The country was celebrated in antiquity for its fertility and salubrity. It was probably first settled by Phœnician colonies at a very early period. Homer speaks of its hundred cities, and Minos was said to have extended his maritime empire over the *Ægean*. Its ancient warriors had a great reputation as light troops and archers, we also know that they were slingers, and to the present day we find the mountaineers and shepherds handling the sling with singular adroitness. As its ancient Doric customs disappeared, the people became degenerated in morals and character, and St. Paul, quoting the Cretan poet Epimenides, describes them as "always liars, evil beasts, idle gluttons" (Titus i. 12). Their internal disorders had become so violent that they were under the necessity of summoning Philip IV. of Macedon as a mediator. Finally, in B.C. 67, Crete was conquered by the Romans under Q. Metellus, who received in consequence the surname of Creticus. Subsequently Crete and Cyrene were united as a single Roman province. Under Constantine a division took place, and in A.D. 823 the Saracens wrested the island from the Lower Empire. In A.D. 961, after a struggle of 10 months, Crete was recovered to the Byzantine Emperors by Nicephorus Phocas. After the taking of Constantinople by the Franks, Baldwin I. gave the island to Boniface, Marquis of Montferrat, who sold it in A.D. 1204 to the Venetians, and it became the first of the three subject kingdoms whose flags waved over

the piazza of St. Mark. In spite of frequent attacks from the Mohammedans and incessant revolts of the Greek inhabitants, who here as elsewhere preferred Moslem to Latin masters, Venice retained her hold on this magnificent island until A.D. 1669, when it was reduced by the Turks after a 24 years' war. The insurrection in Greece of 1821 was followed by a rising in Crete, which was subdued by the Turks, and in 1830 the island was given by the Sultan to Mehemet Ali, Viceroy of Egypt, in requital for his great services during the war, but was restored to the Sultan.

The climate is excellent, except in the few places where marshes exist. The temperature is often excessive between the middle of June and the end of September; during the rest of the year it varies between 36°, on the coldest night, and 80°. The average rainfall is about 26½ inches. The air is singularly pure, sweeping as it does over seas and mountains, and extremes either of cold or heat are rare, and never of long duration. Snow seldom falls below 1500 ft. above the sea.

Resources.—The exports of the island consist mainly of olive-oil and soap (of which the former is the chief constituent), kharoubes, or locust-beans, valonia acorns, wine in small quantities, wool of inferior quality, oranges, lemons, and cheese, which last is much esteemed in the Levant. Locust-beans are almost exclusively the product of the eastern half of the island, and valonia acorns, so valuable for their quality of fixing dyes, are only grown in the neighbourhood of Rethymo. The olive tree is seen everywhere, but attains its largest size in the western district of Selino. Being never pruned, but allowed to grow in its native luxuriance, groves of these trees form a beautiful feature in the landscape. The oil is largely used by the natives as an article of diet, though most unpalatable to Europeans.

There are several varieties of wine

manufactured, all very strong; the best is that grown at Hagghios Myron, in the district of *Malevesi* near Candia. It was formerly celebrated under the name of *Malcoisie* or *Malmsey*, a name immortalised in English history in connection with the death of Clarence. The plant producing this wine was introduced into Madeira by Henry II. of Portugal, and is the parent of the modern Madeira, to which, when well matured, Malmsey bears a certain resemblance. Although vineyards cover a large extent of land, and the production of wine is so great as to be sold in the wine shops at twopence a bottle, while its wholesale export price is scarcely more than half that price, very little is exported.

Sport.—Crete is generally thought to be well stocked with game, but the traveller will be woefully disappointed if he comes with that impression. Partridges (the Greek red-legged) and hares may indeed be found in every part of the island, but seldom in large numbers, while in the neighbourhood of the towns, and notably of Suda Bay, the country is so denuded of game as to afford small chances of a day's sport. This arises from the number of natives who seek to earn a few piastres by supplying the market of Canea with game, for which there is always a demand among the foreign residents. The country moreover where partridges may be found is rocky and broken up into ravines, and the coveys, which are always wild, take their flight from one side of a ravine to another, involving half an hour's difficult climbing to come up with them again. With the approach of winter the woodcock makes its appearance, and during bad weather they may be found in sheltered valleys among the hills. They are generally to be had in the market of Canea during December, January and February. A species of thrush comes in large numbers in the winter; quail may be found now and then in the spring and autumn. Turtle-doves are regular visitors in spring and autumn, and at the latter season are plump and good. Mallard and teal may also

be met with between August and spring.

The common wild mammals are the hare, badger, and several species of weasel. The rabbit is met with in several small islands off the coast, but not in Crete itself. The only animal peculiar to this island is the Cretan Ibex (*Caprea picta*), found only in the most inaccessible mountains of Sphakia and Ida. Three specimens were sent to the Zoological Gardens in London, in 1873, by the English Consul Mr. T. B. Sandwith. It is easily tamed if caught young, but rarely seen except by shepherds.

Ports.—The southern coast of the island is destitute of ports, and has scarcely any safe roadsteads, but on the N. side there are several excellent and capacious harbours. The bay of Suda is one of the best in the Levant; nevertheless, about once a year, or once in two years, it is visited by a fierce S.E. wind, which tears with terrific violence down the mountain sides, lashing the surface into foam, and lifting up whirling columns of spray. This truly "typhonic" wind, which visits the bay in February, March, or April, lasts from 6 to 24 hrs., and during its continuance the vessels in the harbour have to steam against the wind in order to take the strain off their cables. Vessels, unless well-found in ground-tackle, are apt to be driven on shore on these occasions.

Population.—A marked difference may be observed between the Cretan mountaineers and the inhabitants of the plain; the former are much finer men, and especially remarkable for agility and swiftness of foot. In moral qualities they very much resemble the Greeks generally, and have many of the bad qualities common to all people who have been long subject to oppression. Nothing more marks their want of civilisation, than the pooriness of their dwellings and the filth and discomfort in which they are content to live. They differ from their neighbours in respect of dress and arms: instead of the shaggy mantle, camise, and classic buskin of Albania, or the

cumbrous garments of the Ottomans, they wear short jerkins and drawers of light texture, their white cloaks, and boots reaching to the knee, but extremely pliable; and in place of the ill-poised Albanian musket which had hardly any stock, or the ponderous Turkish carbines, they use long and light guns mounted like European fowling-pieces. Since the insurrection of 1878 they have taken to the chassepot rifle, 22,000 of which were then introduced into the island. In handling these weapons they display as much skill as their ancestors did in shooting with the bow; they are reckoned the best marksmen in the East, but their warfare is entirely one of ambuscade and bush-fighting, resembling that of the North American Indians, where it is considered the chief excellence of a soldier to take aim at the foe without suffering himself to be seen. A census of Crete was taken in October, 1881, which gives a population of 279,192 souls, 204,781 of whom, or nearly $\frac{3}{4}$, are Christians belonging to the Greek Church, the residue of 73,487 being Mussulmans, with the exception of 646 Jews and 254 Roman Catholics, both of whom are of foreign extraction. The census further reveals the fact that the males exceed the females by 5304.

The Cretans, who profess the faith of Islam, must be looked upon as Mussulman Greeks rather than Turks, their origin being mainly derived from apostacy and the custom of intermarrying with Greek women. They speak Greek, seldom Turkish. So much alike are the Christians and Moslems in speech and semblance, that in action they found it difficult to discriminate friends from enemies, and the Greeks adopted a practice of fighting bareheaded, in order that their own party might recognise them by their flowing locks.

There is one district on the southwestern coast which has always enjoyed a certain share of wild independence, though tributary to the Porte, — a circumstance for which it was indebted, like Mania and Suli on the

mainland, to its asperity and poverty. It is called Sphakia, and is neither extensive nor populous, the number of its shepherd-warriors little exceeding 800. According to general opinion, they are Cretan aborigines. Inhabiting a narrow and mountainous territory, the Sphakiotes are brave, hardy, and laborious, but greedy and arrogant. The fertile island of Gavdo (the ancient *Clauda*) composed a valuable part of their possessions. It is useful to note that on the summit of this island, 1181 ft. above the sea, is a *revolving light*, with a *flash every minute*; it should be seen at a distance of 25 m. Another light is exhibited on the extremity of Cape Sidero, the N.E. extremity; it is *revolving*, with a flash every minute, elevated 138 ft. above the sea, and visible at a distance of 18 m. There are also lights on Cape St. John on the N.E. coast, and on the fortress on Suda islet at the entrance to the bay of the same name.

The garrison consists in ordinary times of about 4000 men, generally recruited in Anatolia and Syria; they are located in the above-mentioned fortified towns and in the fortresses of Grabusa, Spina Longa, Kissamos Castelli, Hiera petra, and Izzidin in the Bay of Suda—all these fortresses except the last, were built by the Venetians, and though incapable of resisting the attack of modern artillery, they form an effectual barrier against native methods of attack.

Government, &c.—Crete at the present day has an autonomous system of government which was granted to the inhabitants after the suppression of the insurrection of 1866-68 and completed in 1878. It is a *Vilayet*, being governed by a *Vali* or Pasha of the highest rank, under whom are 4 *Mutessarifs*, or Pashas of inferior rank. The present Vali is a Christian, 2 of the *Mutessarifs* being Christians and 2 Mussulmans. Canea or Chania (*Xávia*) is the capital, and the 2 Mussulman governors have their headquarters at Rethymo and Candia, while the Christians reside, one at Vamós in Apokorona, a village 4 hrs.

from Khanea, and the others at Néó Chorio, in Mirabello, in the E. of the island. These 5 districts or *Sanjaks*, Chanea, Candia, Rethymo, Mirabello and Apokorona *cum* Sphakia, are subdivided into 18 sub-districts or *Kazas*, in each of which a *caimakam* resides. The most remarkable feature of the new system of government is the General Assembly, which is elected by universal suffrage, and meets in Khanea for 40 days in the year. It is composed of 49 Christians and 31 Mussulmans. It is authorised to discuss most questions affecting the general interests of the island, to put measures to the vote, provided they do not encroach on the authority of the Sultan, to whom they must be submitted for sanction before they become law. The sittings of the Assembly are presided over by the Vali. At the capital there sits an administrative council composed of the Vali, and 3 Christian and 3 Mussulman Councilors, who are annually elected by the General Assembly. To it are submitted all questions of an administrative nature, such as those connected with taxation, industrial enterprises, public works, &c.

There is a similar Council at the seats of government of the 4 *Sanjaks*.

The Mutessarif Pashas are appointed by the Porte, the Caimakams by the Governor-General.

The judicial system of the island is thus regulated. A Court of First Instance sits at the capital, and one in the chief town of each *Sanjak*. In every *Kaza* also there is a court of law which takes cognizance of all suits in which is not involved property of more than 150*l.* in value. Disputes about interests or property exceeding that value are tried by the higher Courts. An appellate Court sitting at Canea receives appeals from the lower tribunals. Each Court is composed of 4 judges, 2 Mohammedans and 2 Christians, and a president; the former are elected by the people, the president appointed by the Government. The elective system does not work well, experience proving that the people are not qualified to decide on

the qualities required for forming an upright judge.

Besides the above, there is a commercial tribunal in each of the 3 principal towns, Canea, Candia and Rethymo, the judges and president being local merchants.

Crete is very lightly taxed; it pays a tithe of all its produce, which may be roughly estimated to produce 100,000*l.* The customs receipts come to 30,000*l.*, but are capable, under honest management, of bringing in nearly double that sum. The sheep and goat tax produces 2300*l.* more, and the excise on wine and spirits 5000*l.* The tax on sheep, which in other parts of Turkey is 3 piastres (6*d.*) a head, is in Crete only a halfpenny a head; while the *Vergih*, or personal tax, which is levied everywhere else, does not exist.

The above taxes have not, since the new administrative system was introduced in 1868, by any means sufficed for the local expenditure. The General Assembly which met in 1879, seeing the absolute necessity of making both ends meet, cut down the salaries of the officials by nearly one-half, but even with such sweeping reductions it will be difficult to bring about an equilibrium, the great expense being the keeping up of the gendarmerie, consisting of 1800 men, and costing 40,000*l.* a year.

Agriculture is still at a low ebb, due in part to the constant uprising of the inhabitants. From the mountainous conformation of the country and the dryness of the climate, it is more suited to the cultivation of trees than of grain. The olive thrives admirably, and the vineyards, already extensive, might be indefinitely multiplied. But the frequent insurrections to which the island has been subjected, have greatly retarded the development of its resources. In whatever part of the island one may ride, half-ruined villages attest the misery to which the inhabitants have been reduced, and this is more evident in the neighbourhood of Canea and Rethymo than elsewhere.

Most of the land is held by peasant proprietors, but there are large farms belonging to Mussulman proprietors, which are generally cultivated on the *Métayer* system. Some of the Greek monasteries also have large holdings, which are partly tilled by the lay monks, and partly on the *Métayer* system.

Language.—The Greek language is in general use throughout the island, but Mohammedans of the towns and sometimes of the country, speak Turkish as well, as it is the language taught in the schools, from which the Greek is excluded.

a. *Chania.* (ἡ Χανία; Ital., *Canea*. Pop. 14,000.)

The residence of the Governor-General, and capital of the Vilayet of Crete. H.M. Consul for the island also resides here. A sea port, on the N. shore of the island, 25 m. from its W. extremity, and about 130 m. S. of Syra.

The town, inclusive of the port, is twice as long as it is wide, and is inclosed by walls with bastions and a ditch on the land side, which latter, of considerable width, is now converted into kitchen gardens. The fortifications are the work of the Venetians, and the port is protected by a mole 1200 ft. in length. It affords anchorage near its entrance to vessels not drawing more than 12 ft. of water; but it is exposed to the N. wind, and hence it is not safe anchorage from December till April, except for vessels found in very strong ground-tackle.

At the N. part of the town is a kind of citadel, formerly containing the arsenal, docks, &c. The Venetian city dates from A.D. 1252, when a colony was sent to occupy it. Their object was to keep down the Greeks, who had been almost constantly at war with their Italian masters, from the period of the first establishment of the Venetians in the island. The view of the town of Chania from the sea, and the grandeur of the White Mountains rising in the background, and covered with snow from December till April or May, are very striking.

A beautiful plain extends from the gates of the city to the *Rhiza*, a term which includes all the lower northern slopes of the Sphakian mountains. The arches are still to be seen, which were designed for the Venetian galleys; and coats of arms are found over the doorways of some of the principal houses. Most of the churches, both Greek and Latin, have been converted into mosques. The chapel of San Rocco is recognised by the following inscription on its entablature: 'Deo O. M. et D. Rocco, dicatvm, MDCXXX.' In the Venetian building, now used as a military hospital, at a considerable height from the ground, is a bas-relief of the lion of St. Mark, with an inscription below it. The natives of Crete long considered their own countryman Titus as their patron saint.

Just outside the town may be seen a collection of circular huts. These are inhabited by Arabs driven over by famine from the coast of Africa, principally from the Cyrenaica.

The *environs* of *Chania* afford several delightful excursions. The traveller should not omit to visit the village of *Murnies*, which is less than 3 m. S. of the town, at the foot of the mountains; near it is the monastery of St. Eleutherios.

In the chapel of this convent are paintings of our Saviour, the Virgin, and various saints, and a crucifix consisting of an iron cross, with a Christ in alto-relievo upon it. This latter is remarkable as being a novelty in the Greek Church, approaching to the practice of the Roman Catholic worship.

All the villages at the edge of the plain of Chania present a most ruinous aspect. Such are *Trikellaria*, *Nero Kouru*, *Murnies*, *Perivolio*, where the inhabitants, being chiefly Christian, had their houses pillaged and destroyed in the insurrection of 1866, and again in that of 1878. No traveller can fail to be impressed with the desolation wrought by these civil wars in a country blessed with every advantage of soil and climate.

EXCURSIONS IN CRETE.

Several delightful excursions may be made in Crete, but few who visit the island will be tempted to undertake anything more than a day's trip in the neighbourhood of the port where they may happen to be. Those who intend to make a serious exploration of the island will certainly procure the literature treating of it, quoted before. To the ordinary traveller we recommend the following excursions.

b. FROM SUDA BAY THROUGH THE OLIVE GROVES OF THE PLAIN OF CHANIA.

The traveller, avoiding the high road to Chania, should seek a path along the S. side of the plain, and running close under the villages of *Tsikellaria*, *Nero Kuru*, *Murnies*, *Perivolio*, the garden called *Sersembilia*, and ending at the fountain of *Mana tou Nerou* (*Μανα του νερου*), "Mother of the waters," otherwise called *Boutsanaria*. Here is a copious spring of water issuing from a rock on an elevated platform, from which a delightful view is obtained of the town and plain of Khania. The water is conducted by an aqueduct to the latter town, to which it gives an abundant supply. *Mana tou Nerou* is the spot which has been more than once chosen as the rendezvous for the discontented chiefs when they contemplated a rising. It is a charming spot for a picnic, and the distance from Suda Bay is only an hour and a half, while from Khania it is only an hour across the plain through the village of *Perivolio*. The excursion may be extended to a neighbouring hill, half an hour beyond, crowned with a block-house, from which a more extended view is obtained. On the way back a visit may be made to a garden called *Kokonara*, belonging to one of the Mohammedan Beys, where a good idea of the system of garden irrigation can be formed. A present of 10 or 20 piastres may be made to the gardener for the bouquet which will certainly be offered.

c. EXCURSION b.—TO APTERA.

A second trip, which will occupy 2 hrs. from Khania, and half an hour less from Suda Bay, may be made to the site of the ancient city of *Aptera*, situated on a hill to the S. of the bay. When the head of the bay is reached, 8 m. from the town, we come upon a marsh from which salt used to be extracted, hence called *Tousla*. In 1872, the then governor endeavoured to fill it up, and built two rows of miserable houses on the spot, a custom-house, and a mosque. The place was peopled by the hardy seamen inhabiting the inlet of Suda at the entrance of the bay, whose dwellings were razed to the ground to make way for fortifications. From being a healthy, they have become a fever-stricken colony, owing to the pestilential marsh in the midst of which they live. The road runs through the midst of this marsh (in which a few snipe may occasionally be found) past the new Turkish arsenal, begun in 1868. The Vice-Admiral commanding the Archipelago, of which station Suda Bay is the head-quarters, resides either at the arsenal or on board his flag-ship. After passing the arsenal, the road runs along the S. side of the bay for about an hour, when the traveller leaves it to climb the hill on which the old city was built, and which is called by the natives *Palaio Castro* (old castle).

The rock of Suda, which is a conspicuous object the whole way, is said to have been a resort for corsairs during the 16th century, and was used as a landing-place in 1571 by the Turks, who ravaged the territory of Chania, and burnt the town of Rhithymnos. In consequence the Venetians fortified the islet and retained it with the castles of *Grabusa*, at the N.W., and *Spina longa* near the N.E. extremity of Crete, for many years after the Turks took possession of the rest of the island. The islet of Suda and the rocks around it were the *Leuce* of the ancients, and the *Siren Isles* of Homer have been supposed to be identical with them.

Half an hour's riding, after quitting the main road, brings the traveller to the site of an ancient city, commanding a fine view of the bay on the N., and on the S. a magnificent prospect of the Sphakian mountains, with the fertile plains of Apokorona lying between. To Pashley, who wrote an interesting book on Crete in 1833, is due the credit of identifying this site with the ancient city of Aptara, and the presence of an inscription alone was needed to make the identification complete. One was happily discovered in 1875 by a French savant, who, by digging at the base of a building, where Pashley had found an inscription, came upon another, which has been thus rendered by Professor Babington of Cambridge:—

"It was resolved by the Senate and people, on the motion of . . .

"Seeing that King Attalus, himself a friend and of friendly ancestry, has taken an interest in the common good of the city of Aptara, whether in his dealings or his arbitrations, and has shown all kindness towards those citizens who have come under his notice, be it enacted by the Senate and people to honour King Attalus with an image of finished brass, if he pleases, on foot, if he pleases, on horseback; and if he pleases that he should be proclaimed at the close of the games, at which wreaths are the prizes, let the magistrates make it their business to see that he is proclaimed: be it also enacted that he have precedence of seat in the games, and inviolability of person, right of exemption and safe-conduct in peace and in war, both in the city and in the harbours and in the houses of strangers to lodge in, and that he be entitled to anchor in the harbour, both he and his descendants, and to all other privileges which belong to other benefactors."

The Attalus here mentioned is probably the first of that name, who reigned from B.C. 241 to 197.

This interesting inscription is still in situ; and the wall is covered with many others, chiefly decreeing privileges to consuls (*πρόξενoi*) of foreign states. The building is within a

stone's throw of the monastery, and to the S. of it.

The city occupied a strong position, and was further strengthened with walls where the sides of the hill on which it was built were not precipitous enough to afford protection. These walls can be almost everywhere traced, the stones being in some places polygonal, in others rectangular, and put together without cement. Scattered over the rich soil are to be seen fragments of marble. Several ancient subterranean cisterns exist, the largest being formed of 2 arches springing from a row of buttresses. The walls are built of small broken stones faced with regular brick-work, on which cement was laid. There are also the indistinct remains of a theatre and other ruins. The monastery on the spot is inhabited by a worthy monk from Patmos, it being the property of that monastic fraternity. Two marble statues of Roman age, which are now in the Imperial Museum at Constantinople, were discovered here in 1874.

Here was placed the scene of the legendary contest between the Sirens and the Muses, when, after the victory of the latter, the Sirens lost the feathers of their wings, and, having thus become white, cast themselves into the sea—whence the name of the city *Aptera*, and the neighbouring islets *Leuceæ*. Berecynthos was in the district of Aptara, and has been identified with the modern *Malaza*.

The traveller should leave Aptara by a road leading from a newly-erected block-house overlooking the fortress of Izzedin opposite the islet of Suda. It contains 13 Krupp guns, mounted *en barbette*, which completely command the southern and broader entrance to the bay. After visiting the fortress, which, if the commandant is obliging, can generally be managed, an hour's ride will bring him back to the anchorage at the head of the bay.

d. EXCURSION c.—TO THÉRISON
AND MESHKLA.

The third trip proposed is a good deal longer, and should only be undertaken by the strong. Leaving Chania or Suda Bay at 7 a.m., the traveller arrives at *Murnies* by 7.40. Directly after leaving the village, the road ascends a mountain gorge, near the top of which it extends gradually to the rt. till the summit is reached 8.40. Here the eye ranges over a desolate stretch of barren mountain, unrelieved by a single tree. Fifty minutes are occupied in traversing this naked waste, when the road leads up into a wild mountain pass with its precipitous sides rising abruptly to a height of 600 ft. A mountain torrent, dry in summer, lies to the l. of the road, following which for 15 minutes the traveller emerges from the pass; the torrent bed begins to be verdant with plane-trees; it gradually opens out into a little valley in which the olive again appears, and the hill-sides are covered here and there with the Cretan cypress. Just 3 hrs. after leaving Chania the village of *Thérison* is reached at 10 a.m.; its miserable hovels scattered over the hill-sides, which here meet too close to allow the valley to be freely swept by the mountain breezes. The inhabitants consequently have a sickly look which one hardly expects to find in mountaineers. After 2 hrs. allowed for refreshment, the traveller retraces his steps for 5 minutes, and then turns the shoulder of a hill to the l., when, after 5 minutes' more riding, he will find himself looking down a steep hill-side, at the bottom of which is nestled the village of *Meshkla*, embosomed in trees. Down the precipitous sides of this hill it will be safer for him to lead his horse till he arrives at a stream of gushing water at its foot, by the side of which, after the 40 minutes taken to descend, he will be glad to repose for half an hour. Again mounting, at 1.30 the return journey begins along the tolerably level road running by the side of the river of *Platania*.
[*Mediterranean.*]

Over much of this road, which every now and then is shaded by trees, cantering is practicable, so as to enable the village of *Fourné*, with its orange groves, to be reached by 2.30. By 3 o'clock the high-road to *Khania* is struck, cantering and walking alternately over which, the town will be entered at 5 o'clock, after a 10 hrs.' absence, 7½ of which have been yassed in the saddle. Another half hour must be allowed for reaching Suda Bay.

By taking the above trips, the visitor to *Crète* will be able to form some idea of the grandeur of its mountain scenery, the desolation of its barren wastes, and the softer aspect presented by its plains and watered valleys.

e. EXCURSION d.—TO THE AKROTÉRI
AND KATHOLICÓ.

By those who have more leisure, a long day should be devoted to the *Akrotéri*, the peninsular promontory immediately to the N.E. of *Khania*. By setting out early the traveller may reach the convent of *Katholico*, where he can dine on provisions taken with him, and return to the city the same evening. Half an hour N.E. of *Khania* is the village of *Chalepa*, situated on a rising ground not far from the shore, where the consuls reside. From above this village is a noble view of the snow-clad *Sphakian* mountains, and of part of the plain, to the l. and to the rt. of the fortified city and the Gulf of Chania, with the *Dictynnean* promontory beyond, and, in the distance, the *Corycian* cape. The road hence to the convent of the *Holy Trinity* passes near two or three villages without entering any. The part of the *Akrotéri* over which it passes is barren and uncultivated. The monastery of the *Trinity*, surrounded by lofty cypresses, is substantially built. The ch. in the middle of the court is in the form of a Latin cross; the front is ornamented with Doric columns; over the doorway is an inscription, appropriate to a convent dedicated to the *Trinity*.
L

The monasteries in this part of Crete pay conjointly a sum of money to the patriarch of Constantinople, who is said to receive not less than 2000*l.* annually in dues from the island. The convent of St. John is less than 3 m. from that of the Trinity; half a mile farther is the *Cave of the Bear*, at the entrance of which is a little chapel. The cavern derives its name from the resemblance of a piece of rock within it to the form of a sitting bear. At the distance of half a mile from this cave is the secluded monastery of *Katholico*. Near it is a beautiful grotto, to which the traveller descends by a flight of 140 steps. The height of it varies from 10 to 50 or 60 ft., and it is nearly 500 ft. long; its sides are covered with stalactites, some of them forming columnar supports for the roof of the cavern, some transparent and others brilliantly white. A few paces below the mouth of the cavern is a small ch. cut out of the solid rock. Near it are the cells of monks, now abandoned. In the bridge, which is here thrown across the deep ravine, is an opening leading into a solitary cell, which is said to have been used by the monks as a place of imprisonment. The wild and sequestered spot in which the convent of *Katholico* is situated is not above 1000 paces from the sea. Many Greek monasteries are picturesque and beautiful objects; but there is no place more fitted than this glen for those who may have desired "remote from man with God to pass their days."

1. EXCURSION c.—FROM CHANIA RHITHYMNOS (COMMONLY CALLED RETHYMO), AND ON TO MEGALOKASTRON (or Candia).

From Chania the traveller will ride to Suda Bay, and, after skirting the southern shore for 2 hrs., will arrive at the village of *Kalyves*. Here 2 streams pour their clear and rapid waters into the sea, and, after crossing the bridge over the latter stream, the road turns S., and brings the traveller

in 1 hr. to the village of *Vamos*, which is the *chef-lieu* of the *sanjak* of *Sphakia*. Having in 1868 been made the seat of a Christian *Mutesarrif* Pasha, a stately palace was built to accommodate his Excellency, but was never quite completed from want of funds. In its unfinished state it was converted into a barrack, just before the outbreak of the insurrection of 1878. The Turkish troops were obliged to abandon it, but, before doing so, they destroyed the house of every Christian in the village; the natural result was that the insurgents on entering it demolished every Mohammedan habitation, including the mosque and the palace, the ruins of which form a conspicuous object. Leaving the village the road descends, and, after crossing a bridge, leads to the so-called *Hellenic Bridge*. It then follows the E. bank of a river which runs down from the White Mountains, and falls into the sea near the desolated hamlet of *Armyró*; at $\frac{1}{2}$ hr. from it is *Murni*, and near it *Lake Kurna*. 1 hr. hence on the shore is the village of *Dramia*, inhabited in winter by the *Sphakians*, who descend from the mountains in October, and remain here till April. The village of *Episkopi* is a short distance farther: its population has been greatly reduced by the revolutions. Thence to *Polis*, called also *Gaidurovoti*, "city of asses," within the confines of *Rhithymnos*, though very near the borders of *Sphakia*. Before reaching *Polis* some massive ruins are passed, and 300 paces S.S.W. of the village is an ancient cistern, 76 ft. by 20. There are several other remains of Roman and Venetian buildings; one of which, in the village, is evidently a large palace. *Polis* is supposed to be the site of the ancient city of *Lappa* or *Lampe*.

The village of *St. Constantine* is only 4 m. from *Polis*, but the road is so bad that it requires 2 hrs. to reach it. After passing several other villages, the traveller arrives at a curious old bridge of 2 rows of arches, one above the other. Near it are excavations in

the rock, one of which is a chapel dedicated to St. Antony.

Rethymo or *Rhithymnos*, a place of less importance in ancient than in modern times, now contains a population of about 8000 souls, of whom 1500 are Christians. It is the capital of the sanjak of that name, and the residence of a Mutessarif Pasha. It possesses a small port, which is always being silted up with sand. A steam dredge is sent now and then to clear the bar at its entrance; and when it has done its work, vessels drawing 10 and even 12 ft. of water can enter and find safe anchorage, but in a year or two the entrance is silted up again.

The bazaars and streets are better than those at *Khania*, and have entirely a Turkish character. The citadel is like most other Turkish forts, the guns which are not dismounted are either broken or unserviceable.

Leaving *Rhithymnos*, we proceed to the village of *Pight*, "The Wells," on one side of which are about 1000 olive-trees, formerly the property of the Sultana. The *Kislar Agha*, or chief of the Eunuchs, used to name the Agha of the village, who, if not liked by the inhabitants, was removed at the end of 2 years. They once kept the same Agha, a native of the village, for 33 years. After passing several villages, mostly ruined, the road, beyond *Pérama*, turns to the l. of the regular road to *Megalo-Kastron*, and after a short and steep ascent reaches a barren tract, which extends as far as the olive-trees, with which *Melidóni* is surrounded. An ascent of $\frac{1}{2}$ hr. from the village conducts to a cavern, which from the beauty of its stalactites rivals even that of *Antiparos*. It was dedicated of old to the Tallasian *Hermes*, as appears from an inscription over its entrance, now nearly obliterated, but recorded in *Pashley's* work. A number of lights are necessary for the exploration of the cavern; these may be obtained at the neighbouring village. On passing the entrance the traveller finds himself in a spacious chamber, running E. and W.,

almost as wide as long, the vaults and sides are fretted with noble stalactites, while stalagmites of great size are scattered on the ground. On the opposite side of the entrance cavern is another passage, 20 ft. wide and 60 high, almost closed at its extremity, by a great group of stalactites. Beyond this spot the passage becomes 30 ft. wide and 80 ft. high; it terminates in a perpendicular descent of 18 ft., beyond which the cavern has not been explored. At the N.E. extremity of the entrance is another passage, 10 ft. long, terminating in a chamber 27 ft. long, on the opposite side of which is another narrow pass 13 ft. long. On emerging from this passage we descend to another apartment, where a spectacle of surpassing beauty presents itself. This apartment is 150 ft. long. It varies greatly in width, and the height is considerable. Between 20 and 30 ft. from the mouth of the pass is a great stalagmite, which rises up and forms a column reaching to the top of the cave, while the stalactites on each side hang in the most perfect order; a range of stalactites, on the S.W. side, separates it from a good-sized passage, which leads to a very small room; below this are 2 other small rooms. This grotto became, during the revolution, the tomb of 300 Christians, whose bones and skulls were lying in heaps in its chambers when it was visited by Mr. *Pashley* in 1834. These unhappy people took refuge there when *Mustafa Bey* and *Husein Bey* came to *Melidóni* with their troops. They felt no fear, for they retreated to what was deemed an impregnable fortress, and had provisions to stand a siege of half a year. *Husein Bey* in vain summoned the fugitives to come from their lurking-place; his messenger was fired upon and fell. He then attempted to force an entrance, and in so doing lost 24 brave *Arnauts*. A Greek woman was then sent to them, but she was shot, and her body cast from the mouth of the cavern. *Husein Bey* then caused the entrance of the cavern to be filled up with stones, thus depriving the Christians both of air and

light. The next morning it was found that an opening had been made. The attempt of the Turks to close the entrance was twice repeated, but finding that the Christians could still breathe and live, they filled up the entrance with wood, barrels of oil, straw, sulphur, &c., and, when their work was completed, set fire to these combustibles. The dense vapour so rapidly filled the first apartment that many perished before effecting their escape to the inner recesses; gradually it penetrated into the second chamber, where many more fell, and finally into the smaller and farthest chambers, when the work of destruction was completed, and not a soul escaped.

Leaving Melidóni, we regain the regular road to Rhithymnos, which we had quitted at Perama, and pass by the village of *Dafnides*; Mount Ida is to the rt., and the hill of Melidóni still in front; 3 m. farther is the Khan Papativrysi, now a ruin. The village of *Gharázo*, a short distance off, is celebrated for the beauty of its women, and for a magnificent valonia oak-tree, the pride of the village. A Turkish soldier, encamped under it in the war of 1867, fired a bullet through one of its largest limbs, which caused it to perish; this has destroyed its beautiful symmetry.

From *Gharázo* a gentle ascent of $1\frac{1}{2}$ hr. leads through vineyards to *Axos*. Before entering the village, we observe some tombs excavated in the rocks. The river *Axos* is alluded to by Virgil, "*rapidum Cretæ veniemus Oaxem*" (Ecl. i. 66). On the hill adjoining, round which the road winds, are the remains of a mediæval fortress, and on the N. side some fragments of polygonal masonry, belonging probably to the Acropolis of *Axos*. A little distance from these remains is the dilapidated ch. of St. John, whose sides and roof are covered with rude frescoes. A few inscriptions are to be found in the village: on one, discovered by Pashley, is a decree of the Common Assembly of the Cretans, an instance of the well-known *Syncretism*, as it was called.

Leaving *Axos*, the road descends to a river, and, after traversing several miles of broken ground, it ascends a rugged chain of mountains from whose summit there is a view of *Megalo-Kastron*, whose solid walls and lofty minarets make it very conspicuous. A rather tedious descent leads to *Tilissos*, leaving which we pass a ruined khan, and arrive at the picturesque fountain of *Selvoli*. In rather more than an hour after this we reach the Gate of *Megalo-Kastron* or *CANDIA*, which has given its Italian name to the island. The town, which occupies, probably, the site of the ancient *Matium*, is exclusively Turkish in its character, and its bazaars are filled with articles required for the use of a poor population. Manchester goods holding the first place. The Mohammedan women go about completely enveloped in a shawl. The poorer classes, instead of the white sheet once universally worn, have now adopted a striped pattern from the looms of Manchester.

A large building, the cathedral ch. of the Latin Archbishop, was, next to the massive walls, the most considerable of the Venetian remains. It was dedicated to St. Titus, the patron saint. On the conquest of Crete by the Turks, the priest carried the head of the saint to Venice. This cathedral had long been in a dilapidated condition, but was still an object of interest, the walls being almost entire. Quite recently, however, the Turkish authorities have demolished it for the sake of repairing the fortifications. A part only of one of the 4 walls remains. A very elegant little circular chapel, which in the beginning of 1879 was quite entire, has been unroofed, and the masonry broken up to repair a road hard by. For the moment this act of Vandalism has been arrested by the Christian Governor-General.

Among the mosques of *Megalo-Kastron* is one called after St. Catherine, its name being *Haghia Katerina Djami*.

The population of *Megalo-Kastron* amounts to about 23,000; 20,000

of whom are Mussulmans, the rest being Christians of the Orthodox Greek Church. It is the seat of a *Mutessarif* Pasha, who is under the orders of the Governor-General residing in Chania. The educated Greeks often call the town *Heracleon*, which was the name of the port of the ancient capital of the island, *Gnosos*. Europeans call it *Candia*, but with the peasants it invariably goes by the name of *Kastron*, the abbreviation of *Megalo-Kastron*. Its walls inclose four times the space occupied by Chania; but there are large deserted spaces, with half-ruined houses, which give it a look of desolation. In 1856 the town was visited by an earthquake, which shook down a few old buildings.

Near the old Jewish corner of the city is a Venetian fountain, with a Latin inscription, which records the occasion of its erection, and the name of the Venetian *Provveditor* by whose beneficence it was built. Several other relics of Venetian sway still exist, such as the vaults built for the galleys. The massive fortifications also are of Venetian construction.

The port is protected by two moles, the tower at the extremity of one of which was thrown down by the earthquake of 1856, and the fallen ruins have rendered the already narrow entrance still narrower. A vessel drawing 12 ft. of water can enter, and when once inside, the protection is complete. Should a N. wind be blowing, it is impossible to enter, and vessels then seek shelter under the lee of the little isle of *Dia* or *Standia*, at a distance of 6 m. opposite.

3 m. S. of *Megalo-Kastron* is *Makro Tikhio* (μακρὸν τειχίον), the site of *Gnosos*. All that now remains of the ancient metropolis of Crete are some rude masses of Roman brickwork, part of the so-called *long wall* from which the modern name of the site is derived. Recent excavations have brought to light some interesting antiquities, such as terra-cotta statuettes, vases, &c., and in one place the digger came upon large subterranean chambers, filled

with jars, 4 ft. high, covered with Phœnician ornamentation; they were probably intended to hold oil or wine. Several marble statues have been found; and a particularly noble one, representing *Pallas*, was recently sold by the *Mutessarif* Pasha to the Museum at Vienna for several thousand pounds. The authorities are very jealous of foreigners making excavations, and unless provided with a *firman*, no one is allowed to dig.

Among the distinguished men of *Gnosos* were *Ctesiphon*, and his son *Metagenes*, the architect of the great temple of *Diana* of *Ephesus*; *Ænesidemus*, the philosopher; and *Ergoteles*, whose victories in the Grecian games are celebrated by *Pindar* (*Olymp. xii.*). *Gnosos* was an early Dorian colony; and in later times, by its alliance with *Gortyna*, obtained the dominion over the whole island. Afterwards it became a Roman colony. Mr. *Pashley* had observed that the natural caverns and excavated sepulchres in the neighbourhood of *Gnosos* recall the well-known legend of the Cretan labyrinth, whose locality is uniformly assigned to that city. It was described as a building erected by *Dædalus*, for the *Minotaur*; there is, however, no sufficient reason to suppose that the Cretan labyrinth ever had a more real existence than its fabled occupant. Much as is said in the Homeric poems of *Dædalus*, *Minos*, *Ariadne*, and other Cretan worthies, it is in vain that we seek to find in them any evidence of the material existence of the monument.

g. EXCURSION f. — FROM MEGALO-KASTRON BY ARKHANES, KANI KASTELLI, SARKO, ETC., BACK TO MEGALO-KASTRON.

Crossing the cultivated plain surrounding the city, the road in less than 1½ hr. begins to ascend the stony slopes of the E. side of *Mount Juktas*. At length, on a slightly rising ground, the village of *Arkhanes* appears, surrounded by a few olives and cypresses,

Before reaching it we pass through numerous vineyards, where the vines are trained to climb up stakes supporting a roof of reeds 5 or 6 ft. high. They produce a white, oval grape, the best in the island, which ripens in September. In every other part of Crete, the vines are not trained to cling to any support, and the stems are cut down every year to within a foot of the ground.

It requires an hour from the village to reach the summit of Mount Juktas, where remain the massive foundations of a building, the length of which was about 80 ft. Within this space is an aperture in the ground, which may once have led to a moderate-sized cave; but it is now not more than 8 or 10 ft. in diameter, and so low that a man cannot stand upright in it. These are the only remains of the supposed tomb of the "Father of Gods and Men" which was an object of such deep religious veneration among the ancient Cretans down to the extinction of Paganism. From this point is an extensive view over the plain of Kastron. On the E. side of the mountain, about 100 paces from its summit are traces of ancient walls.

Below the village of Arkhânes are the remains of a Venetian aqueduct.

The road from Arkhânes to Kani Kastelli, after ascending for 2 miles, descends round the S. escarpment of Mount Juktas, and comes in sight of the lofty mountains which bound the plain of Megalo-Kastron to the W. The road now runs over low ranges of hills, and reaches *Kani Kastelli* 2 hrs. after leaving Arkhânes. It derives its name from a ruined fortress of the middle ages, on the summit of a very remarkable hill. The space contained within the walls of the fortress is considerable, and includes 2 rocky summits; a single line of wall runs between the two, and the highest summit, called *Rhoka* (*Pôka*, from the Italian *rocca*), is defended by an inner wall. In ascending may be observed the remains of a church. This *Rhoka* is probably the *Castello*

Temenos of the Venetians, founded in the year 961, by Nicephorus Phocas, the victorious commander of the Byzantine army. The castle became celebrated in the Venetian history of the island, as the place of refuge of the Duke of Candia, when Marco Sanudo, Duke of Naxos, rebelled against Venice, and obtained for a while possession of the principal cities of Crete. The ancient town of *Thenæ* was probably in this neighbourhood.

Four miles from Kani Kastelli is the monastery of St. George *Epânô-Siphes*, beyond the village of Karkadiotissa. It suffered severely in the revolution. The monastery is surrounded by cypresses and palm-trees.

Three miles farther is the small village of *Arkâdi*, which Pashley proves *not* to occupy the site of the ancient *Arcadia*, which stood on the sea-shore towards the E. extremity of the island. The road then winds round a chain of hills to the village of *Galène*, which is not above 3 m. from Kani Kastelli. The road now lies across low ridges, and comes to a river whose l. bank it follows, and reaches *Venerâto* in rather more than 2 hrs. after leaving Arkâdi.

Venerâto, before the revolution, had a considerable population. It is one of the many places where, on the outbreak of the Greek revolution, scenes took place which rivalled those exhibited on the same occasion in the large cities of the Turkish empire. Parties of infuriated Moslems, issuing from Megalo-Kastron, scoured the country, and a band of them reached *Venerâto*; most of the Christians fled for refuge to the lofty mountains above, but 27 were found and massacred.

Half an hour from *Venerâto* the road passes through *Siva*, which, like most of the other villages hereabouts, is in ruins. A rapid descent of 7 minutes leads hence to a ford over a stream, which flows through this valley. On the opposite side an

equally steep ascent of $\frac{1}{2}$ hr. leads to the village of *St. Myron*, celebrated throughout the island for the excellence of its wine, which is supposed to be the same as the celebrated Malmsey. This district is called *Malvesi*, corrupted into *Malvoisie* or *Malmsey*.

This village is probably on the site of the ancient *Rhaucos*. It derives its present name from a native of this place, who is not only styled in the Greek Calendar bishop, saint, and worker of miracles, but also "holy martyr," though it is admitted by all that he died a natural and quiet death.

From *St. Myron* the road descends to the village of *Pyrgos*, and in little more than $\frac{1}{2}$ hr. afterwards crosses a stream which is probably the *Triton* of the ancients. An ascent of $\frac{1}{2}$ hr. leads to the summit of the ridge, and soon after the village of *Sarko*, embowered in trees, appears. But even the retirement of this beautiful spot could not save it from the horrors and devastation of war. The ruins of half its former houses show that it shared the fate of the other villages of the island. A cavern in the vicinity of *Sarko* frequently served as a place of refuge and security to the Christians. It is $\frac{1}{2}$ hr. W. of the village. It consists of a number of different chambers of various dimensions, one of them 80 ft. long, connected by long and dark passages. In winter all these chambers and passages are flooded. In some places the cave is extremely lofty, and the whole is of great extent.

Quitting *Sarko* the road ascends and comes in sight of the Cretan Sea. It then passes the village of *Kulesia*, and, leaving *Kavro-Khori* to the rt., in $2\frac{1}{2}$ hrs. reaches *Armyro* (the site of *Apollonia*), whence a path over the mountains leads to *Rogdia*, a very picturesque village; $\frac{1}{2}$ hr. hence are the ruins of a Venetian fortress, *Paleo-Kastron*, situated near the sea-side W. of *Rogdia*. Two hrs. more bring the traveller back to the city of *Megalokastron*.

Many other interesting excursions may be made in Crete, but we confine ourselves to the programme sketched out at p. 148.

We may mention, however, one excellent harbour towards the eastern end of the island, which may be visited by the yachtsman. On its northern shore and facing the E. is

h. HAGHIOS NICÓLAS, pronounced *Aya Nicóla*, not far from the isle and fortress of *Spina Longa*. There is no village on the spot, but only a custom-house and a few stores for housing kharoubs and other produce. Two interesting trips may be made from here, each occupying a day. The first may be made to the village of *Néo Choro*, or *Neapolis*, 8 m. up the valley of *Mirabello*, where resides the Mutessarif Pasha of the easternmost *sanjak* of Crete. The Valley of *Mirabello* is one of the most fertile districts in the island, and the view from the village down the valley quite charming.

A second excursion may be made to the little town of *Hierapetra* on the S. coast, a distance of 10 m. There are numerous remains of antiquity here, the ancient city having been of great importance before the conquest of the island by the Roman general Metellus. Its two ancient harbours are nearly filled up, and form pestilential marshes productive of a malarious fever, which should warn the traveller against passing a night here.

ISLANDS BELONGING TO GREECE.

51. SYROS OR SYRA.*

British Consul: William P. Binney, Esq. *British Vice-Consul*: John Quintana, Esq.

Inns: *Hôtel de la Ville*, and *Hôtel d'Angleterre*. Both have restaurants à la carte.

* Murray's Handbook to Greece,

Means of Communication.—Syra is the centre of steam navigation in the Levant. The following are the principal lines:—

Austrian Lloyd's Steamers.—The direct boats between Trieste and Constantinople and *vice versé*, which used to call at Syra, have discontinued doing so, and now go to the Piræus.

A boat coming from Crete leaves the latter port every Wednesday night after the arrival of the direct steamer from Trieste and Corfu, and arrives on Thursday morning. She leaves again for Piræus and Crete on Saturday night.

A steamer of the indirect line between Trieste and Constantinople (touching at several intermediate ports) arrives every Monday morning from the Turkish ports and Piræus, bringing the mails and passengers of the direct steamer from Constantinople, and leaves the same day for the Ionian Islands, Italian ports and Trieste. The return boat of this line arrives on Tuesday morning from the Ionian Islands, and leaves the same day for Piræus and the Turkish ports.

Messageries Maritimes steamers arrive from Marseilles every Wednesday, and leave the same day for Smyrna; one week going to Constantinople and the other to Rhodes, coast of Syria, and Alexandria. The return steamer arrives on Saturday, and leaves the same day for Marseilles.

Hellenic Steam Navigation Company.—Departures from Syra.

Every Monday.—1. Paros, Naxos, Ios, Amargo and Santorin. 2. Andros (Koumi and Skyros fortnightly), Volo and Salonica.

Tuesday.—3. Piræus, Skiathos, Skopelos, Eubean ports and Volo, Laurium and Karystos fortnightly).

Thursday.—4. Kythnos, Zea, Piræus, Ports of the Peloponnesus, Gulf of Corinth and Ionian Islands.

Saturday.—5. Piræus, Corinth ports in the Gulf of Corinth and Ionian Islands.

Sunday.—6. Seriphos, Siphnos, Milos,

and ports of Crete. 7. Tinos and Mykonos.

Arrivals.

Every Monday.—From Piræus, Ports of the Peloponnesus, Gulf of Corinth and Akarnania.

Tuesday.—Santorin, Ios, Amargo, Naxos and Paros.

Wednesday.—Crete, Milo, Seriphos and Siphnos.

Thursday.—Eubœa and Ionian Islands.

Friday.—Salonika.

Saturday.—Ports of Argolis.

Sunday.—Tinos and Mikonos.

The boats of the *Russian S. N. Company* touch at Syra on their way from Constantinople and Odessa to Alexandria, and *vice versé*.

Khedive Mail Steamers.—A steamer arrives every Saturday from Constantinople, the intermediate Turkish ports and Tinos, and leaves the same day for Piræus and Alexandria. The return boat arrives on Wednesday from Alexandria and Piræus, and leaves the same day for Tinos and the Turkish ports.

Besides the above, regular lines of *English merchant steamers* from London and Liverpool, via Malta, call at Syra about twice a week, and leave generally for Smyrna or Constantinople.

Every facility for coaling here; cost, 35 to 38 frs. per ton.

Syra is in direct telegraphic communication with the old and new Continents by means of the submarine cables of the *Eastern Telegraph Company*.

The climate is extremely healthy. Frost is unknown, snow rarely falls, and the summer heats are usually tempered by refreshing northerly breezes.

The island of Syra is 10 m. in length by 5 in breadth. It is the seat of the local government and the residence of the nomarch or governor of the Cyclades. It was not conspicuous in ancient history, but of late years, owing to its central position, it has become a great emporium, and may conveniently be chosen by the traveller as his headquarters for exploration in the *Ægean Sea*,

The modern town, called Hermopolis, contains 20,492 inhabitants, and the rest of the island 13,192. It is built round the harbour, on the E. side of the island. A stately lighthouse, rising on a rock in front of the harbour, a quay with numerous warehouses, and several handsome houses, built of white marble, show the mercantile importance of the place; but the streets are still narrow and crooked, though clean and well paved. Vestiges have been found of temples of Poseidon and Amphitrite. Great attention is here paid to education. There are more than 3000 scholars in the various schools.

The favourite promenades in the cool of the evening are on a cliff to the N., and in a handsome square, paved with marble, in the centre of the town, in which the town-hall and all the public offices are being built. A spacious club, an Italian opera, and a Greek theatre have also been built since 1863.

Old Syra is situated on a remarkable conical hill commanding the port, and is divided from the new town by a tract of ground not yet built over. On the top stands the ch. of St. George, from which the view is very fine; below is that of the Jesuits. *Old Syra* contains about 6000 inhabitants, mostly Roman Catholics, the descendants of the Venetian settlers of the middle ages. They have always been considered as under the protection of France. The nationality of the Latins of Syra was one of the causes of the modern prosperity of the island, which became, during the Revolution, the refuge of numerous merchants from the distracted parts of Greece and Turkey. But the chief cause is its harbour, which the original settlers found superior to any other in the Cyclades, even to that of *Milos*.

The imports of Hermopolis amount from 800,000*l.* to 880,000*l.* sterling yearly, and the exports to more than a million; the difference arises from the transit of goods, and from the conversion of hides into leather, of wheat into biscuit and macaroni, and of timber

into sailing vessels and other articles of commerce.

The customs duties collected here form no inconsiderable part of the revenues of the island. It produces a little inferior wine and a large quantity of vegetables, the greater part of which are exported, principally to Constantinople and Alexandria.

There are extensive tanneries employing about 1000 people, a large engineering establishment capable of turning out steam-engines up to 200 horse-power, belonging to the Greek Steam Navigation Company, several other engineering factories and steam flour-mills owned by private individuals.

A large number of wooden ships are annually built, some of which are above 600 tons burden; but of late years ship-building has greatly declined.

52. TENOS.

Tenos (Pop. 16,681) is 60 m. in circumference, and consists of a long, lofty and rugged chain of hills running from N.W. to S.E. The industry of its inhabitants, aided by a plentiful supply of water, has covered the greater part of it with terraces for vines and fig-trees. The modern town of *Tenos*, or *St. Nicholas*, stands on the site of the ancient city. It is situated on an open roadstead, very dangerous, and where it is sometimes impossible to land, when it is blowing hard from S.E. to S.W.; but there is a good harbour at *Panormo*, on the N. coast, though it is little frequented.

At 10 minutes' walk from the town is situated the celebrated Greek ch. of the *Evangelistria*, a large straggling pile, built of white marble found on the island. The miraculous healing powers which are ascribed to "Our Lady" of this ch. cause thousands of maimed and insane people to flock there every year from all parts of the Levant, bringing with them valuable gifts to the ch., which is said to be immensely rich.

Exoburgo, the Venetian town, wa-

perched on the top of a lofty hill 6 m. off. The remains of the castle are picturesque.

There are several quarries of white marble on the island.

53. MYKONOS.

Mykonos is a rocky island, 36 m. in circumference. The town (Pop. 6302) is situated at the W. side, and is large and prosperous, notwithstanding that the island itself produces only a little corn and wine. Knitting stockings is one of the principal industries of the island. Some of the inhabitants are large shipowners, and the greater part of the male population are engaged in a seafaring life.

The bay is much exposed to the W.; but round the town to the southward there is a harbour running far in to the E. and S.E., and sheltered from the W. by a cape and islet. Here ships can winter in safety.

54. DELOS.

In passing from Syra to Delos, the traveller leaves the busy scenes of commercial enterprise for silent and solemn recollections of the past. At Syra all the interest of the island is of modern date; that of Delos belongs to antiquity. The birthplace of Apollo and of Artemis, the sanctuary of the *Ægean*, the political centre of the Greek Islands, the holy isle, to which the eyes of every Greek turned with instinctive veneration;—Delos, which boasted an oracle second in sanctity to that of Delphi alone, and a magnificent temple of Apollo, raised by the common contribution of the Greek states, is now a desert and uninhabited rock, with scarcely one picturesque ruin to recall the image of its greatness.

The Greek Government has lately caused extensive excavations to be made, and numerous stone tablets with inscriptions, said to throw considerable light on the ancient history of the island, have been found.

To the W. of Delos, separated from it by a strait only $\frac{1}{2}$ a mile across,

and forming a good land-locked harbour, is the island of RHENNA, called *the Greater Delos*. Both are now uninhabited, except by a few shepherds with their flocks.

55. ANDROS.

Andros, the most northerly, the most fertile and one of the largest of the Cyclades, is 21 m. long and 8 broad. It is separated from the S.E. promontory of Eubœa by a narrow strait, now known as the *Doro passage*, much dreaded by mariners during the winter on account of the prevalence of bad weather, and its iron-bound coast.

The ancient city was situated nearly in the middle of the western coast of the island. It had no port of its own, but its inhabitants used the fine harbour in the neighbourhood, called *Gaurion*, a name which it still retains. There are yet extensive remains.

The modern town of Andros, called *Kastron* is, on the other hand, placed on the E. side of the island, where it has a bad and shallow port. The population of the island in 1879 was 27,615, of whom about one-third are of Albanian race, and still speak that language. The island produces a considerable quantity of silk, wine, and lemons. The corn raised generally suffices for the consumption of the inhabitants. Andros was celebrated for its wine in antiquity, and was sacred to Dionysius.

Many of its inhabitants are engaged in seafaring occupations or are ship-owners.

56. KEOS (ZEA).

Keos well deserves a visit. It is situated 13 m. S.E. of the promontory of Sunium, and is 14 m. from N. to S. and 10 from E. to W.

The most important town on the island was *Iulis*, on the same site as the modern one, *Keos*; there are several interesting remains, notably a colossal lion 20 ft. in length, lying at present E. of the town. The houses are piled up in terraces one above

another, so that the roofs of one range sometimes serve as a street for those higher up. The harbour is at *Koressia*, 3 m. distant. It is large, and fit for vessels of any size.

Karathea was on the S.E. side of the island. The road from the capital to it is one of the most interesting relics of antiquity in Greece. It was broad and level, and supported by a strong wall, remains of which may be traced in several places.

The population of the island in 1879 amounted to 5650, nearly all of whom live in the town. *Keos* produces silk, wine, &c., but its principal article of commerce is the valonia acorn (the acorn of the *Quercus Egilops*), which is exported in large quantities for the use of tanners.

There are three barren and uninhabited islets a few miles from *Keos*, *GYAROS* (*Gioura*), *HELENA* (or *Makris*), and *BELENA* (*St. George*), occasionally resorted to by shepherds with their flocks.

57. KYTHNOS (*Thermia*).

Kythnos (Pop. 4258) resembles somewhat in physical character its neighbour *Tenos*, but it is smaller. The ancient city stood on the W. coast, upon a cliff rising over the sea to a height of 600 ft. Hardly anything remains to mark the site, but its position is so advantageous, with the 2 good harbours, *Phykias* and *Colonna*, to the N., and 2 more to the S., that an idea has been entertained of again making it the seat of the local government.

On the N.E., near *Cape Kephalos*, is the small fork-shaped port of *St. Irene*; having a chapel and a few houses on the S., and on the N. the famous warm-springs from which the island derives its modern name. They rise near the shore, and are 3 in number. Many invalids arrive here every summer to bathe in them. The establishment is a commodious building, erected by King *Otho*.

A singular custom prevails among the unmarried girls of this and some of the neighbouring islands: they wear white cotton gloves, and cover

their faces up to the eyes when engaged in out-door pursuits.

58. SERPHOS.

Serphos is a small rocky island between *Kythnos* and *Siphnos*, celebrated in mythology as the place where *Perseus* turned the inhabitants into stone with the Gorgon's head.

The only town, or rather village, is situated 3 m. from the harbour, on a rocky hill 800 ft. high, and contains the whole population of *Serphos*, that is, 3387 souls. The ancient city stood on the same site; but there are no ruins of importance. The island produces a little wine, corn, and many grapes for eating. On the S.W. side there is a good harbour, called by the Franks *Porta Catena*, from a story of its mouth having been formerly closed with a chain.

A valuable iron-ore is found on the island, and a large quantity of it is yearly exported, principally to England.

59. SIPHNOS (SIPHANTO).

Situated to the S.E. of *Serphos*, *Siphnos* is of an oblong form, and about 36 m. in circumference.

In consequence of their gold and silver mines, of which the remains are still visible, the *Siphnians* attained great prosperity, and were regarded in the time of *Herodotus* as the wealthiest of the islanders.

The population in 1879 was 6906, and the inhabitants are a quiet and industrious race, worthy of their picturesque and fertile island.

A range of hills extends along the island from N.W. to S.E., and there is a small monastery, dedicated to *St. Elias*, on the highest summit, which reaches an elevation of 3000 ft. On the table-land towards the E., 1000 ft. above the sea, stands a group of villages; the central and largest is *Stavri* (*Στραυρί*), or *Crosses*. This is a delightful residence in the summer, with a fine view of the eastern *Cyclades*. On the S.E. coast there is a

harbour, named *Pharos*, from an ancient light-house and watch-tower, now in ruins. Between this port and Stavri stands the *Monastery of The Fountain* (*eis tēn Brúvion*) in a very picturesque situation.

The capital, called by the name of the island, or more frequently the *Castle* (*τὸ Κάστρον*, from its ruinous Venetian fortifications), is on the eastern cliffs, which rise abruptly from the sea to the height of 1000 ft. There are here some scanty traces of the ancient city, which occupied the same site; and an inscription in Gothic letters setting forth the name of the Italian governor in A.D. 1369.

60. KIMOLOS (ARGENTIERA).

A small island between Siphnos and Melos, and separated from the latter by a strait only $\frac{1}{2}$ m. broad. Its extreme length is 5 m. and breadth $3\frac{1}{2}$ m.

The modern town (Pop. 1653) is the only inhabited place in the island; it is in the S.E., a mile from the harbour, which is small and insecure.

About 200 paces from the S. of the island is a rock called St. Andrew, covered with the remains of houses and cemeteries. The name *Argentiera* was owing to the existence of silver-mines in the island. The elevated rock of *Polino* lies near its S.E. extremity.

61. MELOS.

Melos (Pop. 5556) is the most westerly of the Cyclades. Its length is 14 m. from E. to W., and its breadth 8 m. It contains on the N. a deep bay, which forms one of the best harbours in the Mediterranean. The ruins of the ancient city are on the northern shore of this harbour, and extend from the hill above to the water-side. Here was found the celebrated *Venus de Milo*, now in the Louvre.

Ancient remains and mutilated statues are still constantly found.

Melos is of volcanic origin, and volcanic agency is still at work in its

hot-springs and mines of sulphur and alum. *Mount Kalamos* is indeed at this moment semi-active, emitting smoke and sulphureous vapours. There are several sulphureous springs said to possess great efficacy in cutaneous affections.

The surface of the island is generally rugged and mountainous, and has a naked and sterile appearance, but the valleys and low grounds are extremely fertile. The coloured marbles, of which there are several quarries, are much esteemed, and the millstone found here is exported to all the neighbouring islands.

The present seat of government is *Kastron*, a large village on a rocky height on the N. side of the entrance to the bay. A few miles to the N.W. is the rugged, uninhabited islet of *ANTI-MELOS*, abounding in wild goats.

62. PHOLEGANDROS (POLYKANDRO)

is one of the smallest of the Cyclades. The harbour is on the E. coast, and the modern town, containing about 1189 inhabitants, is 4 m. N. of it, at the foot of the hill on which the ancient city stood.

63. SIKINOS.

A small island, the greater portion of which is barren. The landing-place is on the S.W., and the village, of 859 souls, stands on an elevated ridge about an hour's walk from it. To the W. are the ruins of the ancient town, and, not far from them, the remains of a small temple of Apollo, now converted into a church.

64. IOS (NIO).

After the rugged scenery of Pholegandros and Sikinós, it is refreshing to gaze upon the softer and more lovely features of this little island. It has an excellent harbour on the E., with a few store-houses round it, and the S.E. and S.W. coasts are indented with creeks affording good anchorage.

The town, of 3630 inhabitants, occupies part of a small hill rising from the harbour, the site of the ancient city. *Paleokastron*, a mediæval fortress, stands on a commanding height in the N.E. extremity of the island, and not far from the sea. The ruins are still in good preservation. Tradition states that Homer died and was buried on this island.

65. THERA (SANTORIN).*

The modern name *Santorin*, or *Santorini*, has been usually derived from St. Irene, canonized by the Greek Church. There is a cathedral of St. Irene on the island. Many of the Cyclades are of volcanic origin, but none bears so evident traces of such origin as Thera.

It was originally circular, but it now resembles a horseshoe in shape, the islet of *THERASIA* having been torn from it by an earthquake about B.C. 237. The half-moon harbour thus formed is the crater of a submarine volcano, and is in parts unfathomable, but boats can be secured by being moored on a bank the position of which is pointed out in a buoy, or by being hauled up on the beach. The dark calcined rocks around this bay have a somewhat dismal though highly interesting and picturesque appearance; but the S. and S.E. districts of the island are verdant, well-cultivated, and beautiful, well worthy, even at this day, of the ancient title *Calliste*.

Thera is 36 m. in circumference. Its surface consists of decomposed pumice-stone, supplying, in certain localities, a fertile soil, which, after careful cultivation, produces corn and cotton, and excellent wine. Water and firewood are very scarce; and the islanders are sometimes obliged to procure even the former from Ios or Amorgos. The inhabitants number about 16,702, and are an honest and industrious community, passionately attached to their "lone volcanic isle."

* Consult Lyell's 'Geology,' and Fouqué, 'Santorin et ses Eruptions,' Paris, 1879.

There are 600 Latins, descended from Frank settlers in the Middle Ages; they live on unusually good terms with their countrymen of the Greek Church, and are not separated from them by so strong a line of demarcation as elsewhere. There is a Greek and a Latin bishop, and a college for girls, kept by Sisters of Charity.

There are two landing-places in the great concave bay on the W. side, below the town of Thera, and at St. Nicholas, each with a steep ascent up the cliffs. The only towns of any consequence are the capital, bearing the same name as the island, and overhanging the harbour; and *Pyrgos*, situated among the central hills, near the scattered fragments which mark the site of the ancient city. At *Scaros*, on the cliffs overhanging the bay, is a ruined stronghold of the Dukes of Naxos. Most of the houses throughout the island are partly excavated in the porous rock.

The islet of *THERASIA* is 6 m. in length, and 2 in breadth, and contains 400 inhabitants. Between it and Thera rise 3 volcanic rocks, of which the largest, *NEA KAÛMÉNE*, or *New Burnt Isle*, was thrown up above the sea in A.D. 1707. N. of this is *MIKRA KAÛMÉNE*, or *Little Burnt Isle*; and to the S., *PALAIKA KAÛMÉNE* or *Old Burnt Isle* (also called *Hiera*), which emerged B.C. 197. Thera will amply repay a visit from the scholar and the antiquary, and more especially from the geologist. According to Professor L. Ross (see 'Inselreisen,' B. i., p. 86), the following are the dates of the known eruptions in this island, viz. B.C. 197; A.D. 46, 726, 1573, and 1707; the last continued until 1718. All these took place in the centre of the gulf, where now is the island *Kaïméne*. At the end of January, 1866, the people of *Kaïméne* observed signs of a new eruption, and on February 1st they saw stones thrown up from the port of Volcano. From this date the new volcano went on increasing, and by the end of the month had reached a height above water of about 100 ft. The first great eruption oc-

curred at 10 A.M. on February 20th, it being followed on the 21st and the 22nd by similar eruptions. From this date, till the autumn of 1870, these phenomena, on a similar scale, continued in unceasing succession. Enormous masses of lava rose above the sea, surpassing the size of those projected in 1707. A lateral eruption, named Mount Afrocassa, began on the 13th February. In January, 1868, this formation had disappeared. In 1868, Mount George, still without a crater, but under continuous eruptions, formed a regular cone to the S. of Nea Kaüméne, of the height of 325 ft. At the end of August, 1870, these phenomena ceased (see Dr. Julius Schmidt, in Petermann's 'Geographische Mittheilungen,' 1866).

Large quantities of ashes and decomposed pumice-stone, called "porcellana," are exported from the island, and form, when mixed with lime, a very durable hydraulic cement extensively used in the Levant. Knitting stockings is also one of the principal industries of the island.

66. ANAPHE (NAPHIO).

A few miles E. of Thera rises the small island of *Anaphe*, celebrated of old for its temple of Apollo *Ægletes*, or *The Refulgent*, some remains of which still exist in the walls of a Greek monastery, now occupying the same site.

The modern village is near the W. end of the island, and contains about 900 inhabitants.

67. AMONGOS,

N. of Anaphe, contains a population of 4556, who dwell in several villages besides the capital. They are said to be the most dishonest people of the Cyclades.

Perhaps the greatest curiosity in the island is a convent founded by the Emperor Alexius Comnenus (dedi-

cated to 'H Παναγία ἡ Χαλκοβύρτισσα), and built in the mouth of a cavern situated on the face of the eastern cliffs, about 3 m. from the town, and somewhat resembling the monastery of Megaspelæon, in Arcadia. The situation is exceedingly romantic, and well deserves a visit.

68. NAXOS (NAXIA).

Naxos is the largest of the Cyclades, being 18 m. in length and 12 in breadth. It is connected with various legends relating to Dionysus. Here he is said to have found *Ariadne* when deserted by *Theseus*.

Its history in the Middle Ages is remarkable. About A.D. 1204, it and several of the adjacent islands were seized by a Venetian adventurer named *Marco Sanudo*, who founded a powerful state under the title of the *Duchy of Naxos*. Favoured by Venice, his dynasty ruled over the greater part of the Cyclades for 360 years, and finally succumbed to the Turks in 1566.

Naxos is one of the most fertile and beautiful of the *Ægean Islands*, and the marble found in it is hardly inferior to that of *Paros*. Its population numbers about 17,000, all Greeks with the exception of 300 or 400 Latins, descendants of settlers in the time of the *Dukes*.

The capital occupies the site of the ancient city on the W. coast. Its houses look gay and bright from the sea, but the streets are narrow, intricate and filthy. The Ducal palace is entirely in ruins. The antiquities of *Naxos* relate almost exclusively to the worship of *Bacchus*: the most curious of these is an unfinished colossal statue, lying roughly hewn in an ancient marble quarry near the northern extremity.

In this island are the mines, or quarries, of the celebrated emery stone, of which the Government allows only 2000 tons to be exported yearly.

Quantities of preserved citrons are yearly exported to England and Russia.

69. PAROS.

Paros is about 36 m. in circumference, and consists of a single round mountain sloping evenly down to the maritime plain, which surrounds it on every side. The scenery is picturesque, and the soil fertile, though imperfectly cultivated. The population in 1879 was 8980.

There is an excellent harbour at *Nausa*, on the N. coast; another at *Parakia*, on the W., near the site of the ancient city, adapted only for small vessels; and 2 others at *Marmara* and *Drios*, on the E. coast.

The great interest of Paros is centered in its quarries, from which the marble (called *Lychnitis*) of the finest specimens of Grecian sculpture extant was obtained. They are situated in Mount Marpessa, and were reopened, after a long period of disuse, for the tomb of Napoleon I. in the Invalides. Some of the quarries are subterranean, and others *à ciel ouvert*, but everywhere the marble is abundant. A Belgian company has purchased the quarries, and has constructed a tramway to the port, and a breakwater to enable vessels to load alongside.

70. OLIAROS (ANTIPAROS)

is about 7 m. in length by 3 in breadth, and separated from the W. coast of Paros by a narrow strait, where there is depth for the largest vessels, though the port is navigable only for small craft.

The great curiosity of the island is its grotto, about $1\frac{1}{2}$ hrs'. ride on ass-back from the village; but the descent is extremely difficult, and can only be managed by the aid of long ropes and rope-ladders. The interior is rich and magnificent; the roof, floor and walls of a series of chambers are covered with incrustations of dazzling whiteness, while stalactites of great size hang like icicles from above.

Rich mines of calamine and other metals have lately been discovered on the island, which have been leased by

a Glasgow firm, Messrs. David, Swan and Co.

71. SKYROS.

Skyros is the chief of the northern Sporades. It is divided into two parts, nearly equal, by a narrow isthmus which lies between Port *Achilleion* on the E. and the Port *Klamitza* on the W. There is another natural harbour of great size, on the S. coast, vulgarly called *Trimpouchais* (a corruption of "Tre Bocche"), from the three mouths formed by the two little isles which protect the entrance. There is also anchorage for small vessels at *Puria*, 5 m. to the N. of Port Achilleion, where an islet shelters a low point terminating a fertile plain, which extends southwards as far as to the heights of the town of St. George, presenting an appearance very different from that of the dry and naked Cyclades. The southern part of Skyros consists of high mountains, intersected by deep gullies, the summits being clothed with oaks, firs, and beeches. The northern part is not so mountainous; all the hills bear corn and wine.

Although Skyros is frequently mentioned in the stories of the mythical period, the relics of antiquity are neither numerous nor very interesting. There are several islets along its western shore, the most important of which is SKYROPULOS.

72. IKOS (CHILIODROMIA).

This island abounds in wooded slopes, but the population does not exceed 50 families, all collected in a village in a very strong position, on the S. extremity of the hills near the sea. There is a landing-place below the village on the S. shore, another on the northern, and a large natural harbour, well sheltered, and affording anchorage for vessels of any size, between Chiliodromia and the smaller island now called *XERONISI* (*Dry Island*) which lies to the W., and was anciently called Eudemia.

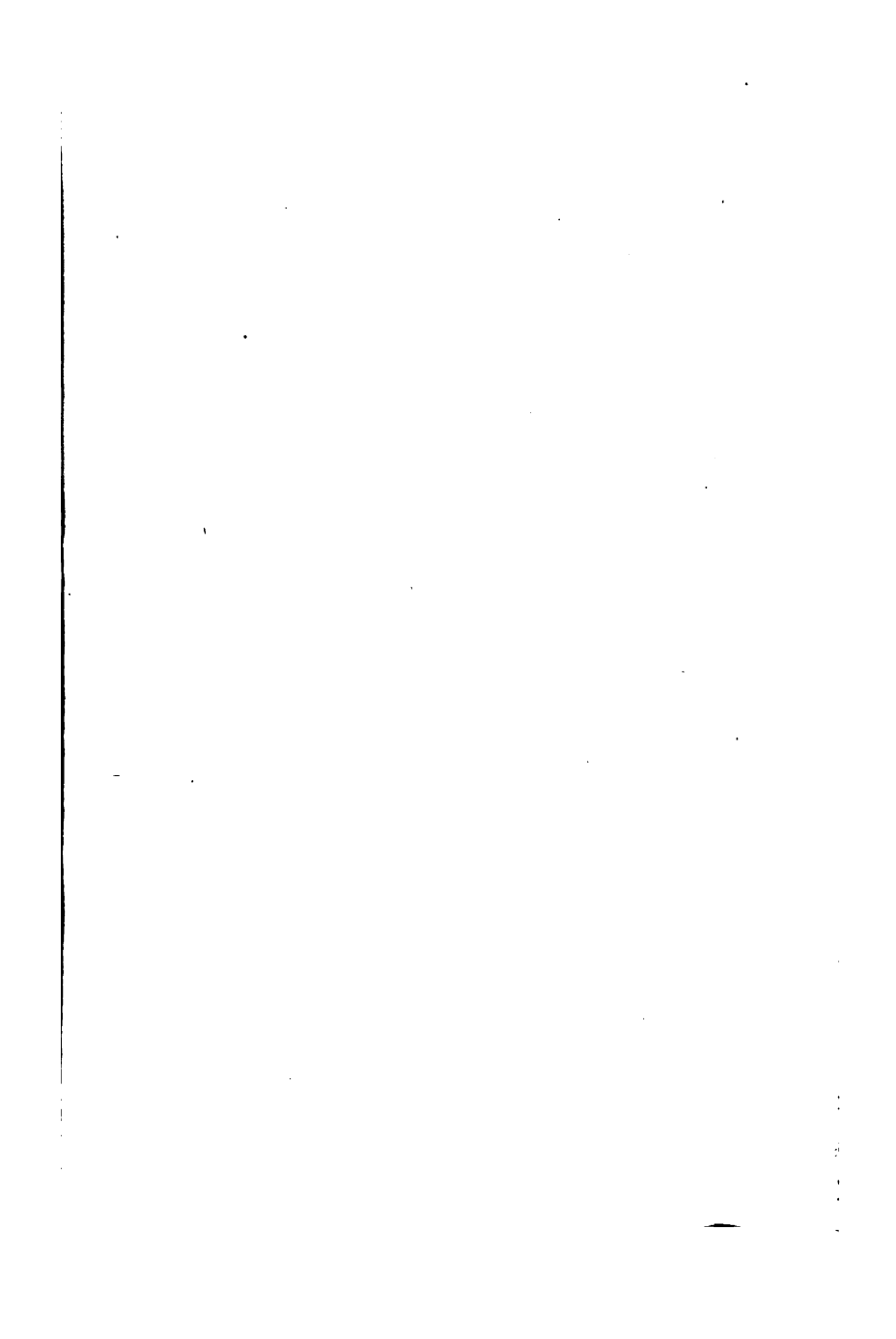
73. PEPARETHOS or SKOPELOS.

There are two towns on *Skopelos* at the present day. The capital, called by the same name as the island, stands at a rock near the landing-place on the S.E. coast, and is bordered on the S. by a fertile plain surrounded by a semicircle of woody hills. It is a flourishing little town, containing no less than 6000 inhabitants. About 2000 more reside in *Glossa*, on the north-western extremity of the chain of hills which bisects the island from N. to S. There are two good harbours—*Panormos* and *Agnontias*. The chief produce of the island is a light and pleasant red wine, besides oil and citrons.

74. SKIATHOS.

No Grecian island is more rich in

wood and thicket than is *Skiathos*. The steep sides of the low hills, with which it abounds, are overspread with evergreen foliage. The new town is prettily situated upon a declivity on the S.E. coast, with densely-wooded hills rising behind it; but the streets are wretched. It has an excellent harbour. After the destruction by Philip of the ancient city, which occupied the same site, the inhabitants built their town near the N.E. coast, in an almost inaccessible position, with a view to security from pirates; and it was not till 1829 that they ventured to return to the ancient site. The deserted town presents a singular appearance. The inhabitants are almost entirely occupied in seafaring pursuits, and the beauty of the women is as conspicuous as their costume is picturesque.



C.S. Andreas
DINARETUM



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Physical Establishment.

SECTION V.

CYPRUS AND MALTA.

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BRITISH ISLANDS.

75. CYPRUS.*

Means of Communication.—A steamer of *Bell's Asia Minor Line*, leaves Alexandria for Limassol and Larnaca on the arrival of the P. and O. Company's steamer from Brindisi. Passage about 30 hours—price, 1st class, 3*l.*, without food. It returns every Sunday in correspondence with the P. and O. steamer to Brindisi.

* Murray's Handbook for Turkey in Asia; Di Cesnola, 'Cyprus, its Cities, Tombs, &c., Murray, 1877; De Mas Latrie, 'L'île de Chypre,' Paris, Firmin Didot, 1879. Sir S. Baker, 'Cyprus as I saw it in 1879.' A very charming narrative of a yachting voyage to Cyprus and in the Mediterranean is 'Sunshine and Storm,' by Mrs. Brassey, of the *Sunbeam*, 1880. [Mediterranean.]

The *Austrian Lloyd's* steamer, from Alexandria, Port Said, Jaffa, and Beyrout, reaches Larnaca on alternate Tuesdays, and another, from Constantinople and Smyrna, arrives also on the same day and touches at Limassol on its way to Larnaca.

Steamers of *Papayanni's Line* from Liverpool come occasionally direct to Cyprus, but not at fixed times.

Boat Hire.—From the shore to vessels lying in the roads, 1*s.* for each passenger—more will be demanded, but should not be given.

Travelling in the Interior.—A diligence leaves Larnaca daily at about 6 a.m. for Nicosia, returning at 2 p.m. The distance is 25½ m., and takes between 4 and 5 hrs. Fare, 3*s.* 6*d.* Another mode of travelling is on mules, which are very good, and

can be hired, if for a journey of some days, at 3s. per diem. The traveller, however, will do well to provide himself with a European saddle, as the native arrangement is clumsy and uncomfortable. He should also bring a complete camp-equipment, as, though the natives are most hospitable, and fair accommodation can be obtained at the monasteries, yet there are few, if any native houses, where the traveller could pass an undisturbed night in a native bed. If he wishes to be completely independent, and see the country thoroughly he should bring tents with him, in any case a camp bed, mattress, and bedding, an India-rubber bath, and a canteen. These are necessities in any case, but if he intends to camp out he must have the camp furniture, recommended for travellers in the East. There are at present no hotels worthy of the name in Cyprus, so the traveller must depend on himself or on the hospitality of the inhabitants, English and native.

Population.—In ancient times the population is said to have been about 2,000,000. The Census of 1881 gave a total of 186,084; of whom 136,629 are of Greek religion, and 46,389 are Turks. The remainder are:—Roman Catholic and Maronite 2,192, Gregorian (Armenians) 154; English churches, 691; Jews, 69; Gipsies, 20. There are some persons of Italian and French origin residing chiefly at Larnaca and Limassol, and some Maronite villages in the N.W. of the island, but the great bulk of the Christian population belongs to the Greek Church. The natives are hospitable as a rule to strangers, but have little wherewith to show it.

The Maronite villages are in the neighbourhood of Kormakiti, they are the remnants of what was formerly a considerable and prosperous colony, which was so oppressed by the enmity of the Greeks that they have been reduced to their present insignificance. Considerable numbers of Arabs, however, have immigrated since 1878, and are prospering from their industry and intelligence.

The *climate*, in spite of all that has been said against it, is, during the greater part of the year, extremely healthy in almost all parts, and for a resident who is able to choose his quarters and move at will, no more perfect combination of warmth, dryness, brightness and equability can be found, than may be obtained by residing at Nicosia in the spring and autumn, Limassol in the winter, and Troödos in the summer. The extremely good health of the troops, who live at a camp near Limassol from October to May, and on the cool slopes of Troödos from June to September, is a proof of this, and their immunity from chest disease, and in fact from all climatic ailments, shows incontrovertibly the merits of the climate. The heat is, no doubt, great in summer, but the mountains are available for those who are not tied by duty, where they can revel in the purest air, fragrant with the wholesome scent of the pine-trees. *Nicosia* is a dry climate, and is liable to hot winds in the summer, but with cool nights. It is the coldest place in winter, and slight frosts sometimes occur at night. The seaports have a more equable temperature, but are damp from the sea breeze in summer. Famagusta and Larnaca suffer in the autumn from the neighbourhood of marshes; and the natives in all irrigated districts are liable to fever. But, with ordinary care and common-sense precautions, no European need suffer from it. The fever is of two kinds—ague, and remittent fever. The former begins by a cold, followed by a hot stage ending in perspiration, and lasts about 5 to 10 hrs. The latter begins with headache, pain in the joints and vomiting, followed by a hot stage which lasts 48 hrs. or longer, and is very weakening. Both sorts yield readily to treatment, but recur if neglected. The treatment for both is similar, an emetic (20 gr. of sulphate of zinc) should be taken, at once followed by a purgative—and when their effects have passed off 3 gr. doses of quinine—a traveller supplied with these remedies need not

feared the fever, or the want of a doctor. Chills and draughts are the most frequent causes of fever, and to guard against these is the best method of avoiding an attack.

Sport.—The attractions of Cyprus as a scene of sport have been much overrated, and owing to the high price of game since the English occupation, and the unsportmanlike and thoughtless habits of the natives, game would speedily have disappeared had not laws for their protection and a close season (from 15th Feb. to 31st July, for moufflon, hares, partridges and francolin) been introduced.

Hares, partridges and francolin, are plentiful in some parts—particularly in the neighbourhood of Papho, Khrysokhou, Levka and in the Xarpas. In the winter season, wood-cock, wild duck, snipe, quail, &c., frequent the marshes, near Famagusta, Larnaca, Limassol and Kouklia; but their quantity is variable, and depends upon the severity of the winter. The best time for them is from November to March. The only large game is the moufflon, which exists in the almost inaccessible wilds to the W. of Troödos, but is very seldom seen, and has never been shot by a European since the occupation. The moufflon of Cyprus is a species very distinct from that of Corsica, and has been named the "*Ovis Cyprius*."

There is a pack of harriers at Nicosia, which hunt twice a week during the winter, and afford very fair sport.

Cyprus, in Turkish *Kubris*, the most easterly island in the Mediterranean, is 40 m. from its north-westernmost cape, Kormakiti, to Cape Anamur in Karamania; 60 from its N.E. cape, St. Andreas, to Lattakia in Syria; 235 from its western point, Cape Epiphania, or Arnauti, to Cape Xacro in Crete. From Larnaca to Beyrout, 107 m.; to the Suez Canal, 234 m.; to Alexandria, 234 m.; to Scanderoon, 170 m.; to the Dardanelles, 650 m.; and to Malta, 960 m.

Its position is thus central and com-

manding, and in the hands of England it ought to become the key to the commercial and military supremacy of the East, to command the Suez Canal, to control the turbulent tribes of Asia Minor, and to aid in developing the enormous resources of that rich and fertile country.

Hitherto it has been little visited by travellers, owing partly to the difficulty of communication, and partly to the bad reputation which its climate has enjoyed; the former objection no longer exists, the latter has been recognised as greatly exaggerated. The enterprise of English merchants and of the natives who may be stimulated by their example, no longer repressed by corrupt government and local disturbances, ought to revive in Cyprus something like her ancient prosperity and make her an important factor in the regeneration of Asiatic Turkey.

Cyprus, seen at a distance from the W., has the appearance of two large oblong islands running parallel to each other in the direction of N.W. to S.E. These apparent islands are the two ranges of mountains which run in that direction, the one along the northern, the other along the southern part of the island; and between lies an extensive plain, which seldom exceeds 400 ft. above the level of the sea.

The range running along the northern shores of the island is that of *Kyrenia*, so called after its principal town. It extends from Cape Kormakiti to Cape St. Andreas; its crest is beautifully notched, and the sides, especially towards the south, rather steep. On the northern coast the hills slope gradually towards the sea, leaving only a narrow plain along the shore. The highest summit of this range is *Buffavento* (3134 ft.), and the most remarkable as to shape is *Pentadactylon* (2420 ft.), which resembles a hand with the fingers open—whence it takes its name.

The other range is called *Troödos* or *Olympus*; it is situated in the S.W. part of the island, and is far higher than that just described. Its highest peaks are *Troödos* (6405 ft.), *Adelphi*

(5297 ft.) and *Makhera* (4672 ft.). In an eastern prolongation of this range is *Mount Sta. Croce* (2260 ft.), on which stood a temple of Jupiter. It is so called from the tradition that the Empress Helena caused a chapel to be built here, and placed in it a piece of the true Cross.

The extreme length of Cyprus, from Cape Epiphania to Cape St. Andreas, is 140 m. The extreme breadth, from Cape Kormakiti to the shores of Akroteri, 60 m. From the eastern part of the island a narrow strip of land, called the Karpas, stretches out into the sea in an easterly direction; it is 47 m. long and its average breadth 6 m. The whole area of the island is 3970 sq. m., equal to about $2\frac{1}{2}$ million acres; and its circumference is 400 m.

Cyprus does not contain a single river, properly so called; the torrents which figure as such on the map are nearly dry in summer. The largest of these is the *Pedias*, which rises in Mt. Makhera, passes Nicosia, and is lost in the marshes of Salamis, N. of Famagusta.

In early times Cyprus was a densely wooded country, but the great demands made on the forests in ancient times for smelting the ores, for which the island was famous, and from the time of Alexander the Great to that of the Venetians for shipbuilding, were the main causes of their destruction. Large demands were also made on the resources of the forests for all purposes by Egypt; and during the 300 years of Turkish rule they were utterly neglected. Now the principal forests are restricted to the southern range of mountains, and the best growth is only to be found in the more inaccessible regions. The sides of Mount Troödos are still clothed with splendid timber, which adds to the beauty and salubrity of the summer encampment of the troops, which has been established within a few hundred feet of the summit. The most important trees are the *Cypress*, the *Pinus Maritima* and *Pinus Laricio*, the *Cedar*, the *Juniper*, the *Oak*, of which a variety called *Quercus Alnifolia*, is peculiar to

Cyprus, the *Kharoub* and the *Olive*. The *Eucalyptus*, which has been planted since the occupation, has been only partially successful, though some varieties thrive better than others.

Water is plentiful below the surface in the valleys and plains, but except during winter there are few running streams. The usual methods for bringing it to the surface are by means of *Norias* or water-wheels of a very primitive and clumsy description, worked by mules or donkeys, and irrigating about 2 acres; and by chains of wells at about 10 yds. distance from each other, and connected by a tunnel at the bottom. These wells either collect small quantities, and by their numbers form a stream, or else tap some underground channel and bring it to the surface. This method supplies the three principal towns of Nicosia, Larnaca and Limassol with plentiful supplies of pure water. The two former have been put into good repair, and the last entirely constructed since the occupation. There are several springs in the northern range, the largest of which—that of Kythrea, yields over 3 million gals. per day—and puts in motion 27 mills; there are other springs at Lapithos Karava, Bellapaese, and numerous small ones in various parts of the island, besides those which form the perennial streams of the Eorikon, Levka, Maratassa, Diorios Kilam, and Kouris valleys.

Lakes are not numerous, the largest are the two salt lakes called Aliks (*Αλικι*) of Larnaca and Limassol. Both dry up in summer and yield an almost unlimited supply of salt. The freshwater lake of Famagusta is worthy of particular mention. It is situated about $3\frac{1}{2}$ m. from Famagusta. It is almost dry in summer, but curiously enough, when full of water, it is said to abound in fish.

The extent of land capable of cultivation is out of all proportion to the agricultural population. The total area of the island is estimated at $2\frac{1}{2}$

millions of acres, of which not more than one-half is ever cultivated, and most of that, owing to the unscientific method employed, is only cropped once in three years. An estate of arable land, with means of irrigation and a farm-house and garden, is called a *Chiftlik*, of which there are about 80 of considerable extent, usually cultivated by the proprietor.

The different Greek monasteries own a number of *Chiftliks* and large quantities of the best land. There is also a good deal of valuable property held as *Vakouf*, i.e. endowments for the Mohammedan mosques, and charitable institutions, which is inalienable.

The villages are almost all alike, and are built of sundried-brick in the plains and of stone, where that is easily obtainable, cemented with mud; the roofs are supported on numerous arches, except in the few regions where timber is abundant. These arches are a distinctive feature of Cypriot architecture, and are of considerable elegance. On them are laid small rafters supporting reeds or brushwood, on which the roof of mud, mixed with chopped straw, is laid. This is often a foot thick and very heavy, it has but a slight slope, and requires repairing and rolling every year before the wet season. The better class of houses have 2 storeys and porticos with arches, and are plastered with gypsum. More European architecture is being gradually introduced into the towns.

The present value of land, in the vicinity of towns, and irrigated, is about 20*l.* a *donum* (4 donums to an acre), and unirrigated land about 10*l.* a *donum*. The price of land in the towns has greatly risen, and varies considerably.

The principal drawbacks to agriculture are the uncertainty of the seasons and the visitations of locusts. The latter are said to have been almost exterminated in 1870, by the ingenious system of screens and traps invented by the Chev. R. Mattei, during the administration of Saïd Pasha, but they had been neglected since that time, and have again appeared in vast

numbers. The British Government is taking active measures, by the purchase and destruction of the eggs, and by the use of the above-mentioned screens, to complete the destruction of these all-devouring insects.

The principal produce of the island is as follows:—

Wheat of the kind called “bearded wheat.”

Barley of an exceedingly fine quality.

Cotton, of which in 1879, 374,683 okes were exported, but the year was not one of the best.

Vetches, vegetables, fruit, hemp, flax, sesame and tobacco are produced in moderate quantities.

Wine. The vine is the most important plant in Cyprus, and its cultivation is capable of almost unlimited extension. There are few parts of the island where it could not be advantageously cultivated. In the mountains especially, grapes of magnificent quality are produced, and large tracts of waste land are being annually planted.*

There are two kinds of wine made by the natives. *Maoro* or black-wine and *Comandaria*. The black wine is usually coarse and rough in flavour, but some of the better quality, when drunk with water, is very fair. The *Comandaria*, a very sweet, luscious wine, much appreciated in the Levant, is made with more care, and with selected grapes. Both kinds usually taste strongly of the tar which is used to coat the jars and skins in which it is stored and transported. The best wines are made in the neighbourhood of Levka, Kalokhorio, Omodos and Pera. An English firm has commenced operations in wine-making on a considerable scale at Mandria, with every prospect of success. A spirit made from the lees and flavoured with the mastic-gum is much drunk by the natives, and has a pleasant flavour.

* The *Madeira* vines were originally brought from Cyprus, and were replanted from the same source after their destruction by disease twenty years ago.

Raisins are largely exported, but are so carelessly made that they have not the value which the excellent quality of the grapes might produce.

Olive trees are plentiful in some parts, and bear well, but the oil is badly made, and consequently of little value. The old trees are exceedingly picturesque.

Kharoub trees, which supply the valuable locust-bean, are indigenous, and form a valuable source of profit. The wild trees are grafted, and bear fruit in about 5 years. The tree is especially valuable from the facility with which it grows in dry, barren, rocky ground.

Silk. Cyprus produced formerly between 70,000 and 80,000 lbs. of silk per annum, but now the produce is very small. The silk is of coarse quality and badly manufactured, but the native weavers of Nicosia make textures of peculiar qualities not to be found elsewhere.

Salt. The salt-lakes of Larnaca and Limassol are capable of producing an almost unlimited supply of salt. The revenue derived from this source by the Sultan was about 17,360*l.* per annum. Since the occupation only the amount required to hand over to the Sultan in satisfaction of this claim has been raised, as the salt being prohibited in Turkish ports, no market can be found for it.

An important source of wealth in ancient times was in the copper mines, which yielded a larger quantity and finer quality than any known to the ancients. It was from its prevalence in this island that the name of the metal Χαλκός Κύπριος—*Æs Cyprium*—came to be shortened into *Cuprum*, and Anglicised into 'copper.' The principal mines were at Tamassus, Amathus, Soli, Curium, and near the promontory of Croommyon. Copper mining and the manufacture of swords, armour and other articles in bronze, formed the staple trade of Cyprus from the heroic ages down to the time of the Romans. That the quality of the armour was highly prized in Ho-

mer's time, is evident from his account of the present made by Cinyras to Agamemnon. Alexander the Great had a Cyprus sword given him by the King of Citium; and Demetrius Poliorcetes, when besieging Rhodes, got two suits of armour from Cyprus, which the maker is said to have tested by exposing them at 20 paces to darts shot from an engine.

Cyprus is in all probability the *Chittim* or *Kittim* of the Bible, mentioned in Gen. x. 4, as a son of Javan, or rather a nation descended from Javan. Balaam, in his remarkable prophecy (Num. xxiv. 24), speaks of ships of Chittim afflicting Assyria; and in Is. xxiii. 1, 12, Chittim is represented as the resort of the fleets of Tyre, whence, according to Ezekiel (xxvii. 6), they brought cedar or box-wood which they inlaid with ivory for the decks of their vessels. Josephus considers Cyprus to be the original seat of the *Chittim*, which is a plural form, and consequently denotes a people. A proof of this identification is found in the name of the principal town of Cyprus, *Citium*. Citium was unquestionably a Phœnician town, and the name, as it appears in Phœnician inscriptions, exactly agrees with the Hebrew. From the town the name extended to the whole island, which was occupied by Phœnician colonies, and remained subject to Tyre till about B.C. 720.

With the decay of Tyrian power Cyprus began to be occupied by colonies from Greece, and from the provinces of Cilicia and Phrygia. Henceforth the island had a mixed population, of which we find many evidences and relics in its history, manners, customs and remarkable antiquities.

Cyprus was known to the ancients under the various names of Acamantis, Cerastis, Macaria, Ærosa, Amathusia, Paphos and Salamis. It was called Κύπρος by the Greeks, from the shrub κύπρος with which the island formerly abounded; this plant is the *henna* of the Levant—*Lawsonia inermis*—used by Turkish women to dye the nails and hair of a bright orange

colour. According to Herodotus, it was originally colonised by three different nations, Greeks, Libyans and Phœnicians; who each founded cities on its coasts for the purposes of commerce. It contained nine principalities, the most celebrated of which were Salamis, Citium, Solium and Amathus. It was rendered tributary by Amasis, king of Egypt, and, on the overthrow of that kingdom by Cambyses, passed under the dominion of the Persians, who, however, permitted it still to be governed by its native princes. The inhabitants made several attempts to shake off the Persian yoke; but, though supported by the Greeks, they always failed, principally owing to the jealousy which existed between the different chieftains. When Alexander undertook the siege of Tyre, the Cypriots, of their own accord, offered him their assistance, and afterwards became subject to the Macedonian empire, but continued to maintain their own form of government, and other important privileges, till Ptolemy Lagus made the island a province of his kingdom of Egypt.

Cyprus is stated, by heathen mythologists, to have been the birth-place and favourite abode of Venus (*Ἀφροδίτη*), who was believed to have sprung from the foam of the sea (*Ἀφρός*) off Paphos. A fair, called *κατακλυσμός* (deluge), is annually held at each seaport, 50 days after the Greek Easter, which, there is every reason to believe, derives its origin from the custom mentioned by Herodotus (i. 199) and other Greek authors. Tradition states it to be the anniversary of the birth of Venus; and the inhabitants still flock from all parts of the island to attend it. No Cypriot would on that day dispense with going on the water in boats. This festival was in ancient times proverbial for its lascivious rites; and even now peasant girls suppose that their presence at the fair facilitates their marriage, as formerly it was the custom for young men to come from distant parts in order to select wives from among the females attending.

It appears also that the fine arts, and especially sculpture, were greatly cultivated in the island. In literature it occupied no mean place, having produced one of the celebrated epic poems of antiquity, the '*Kypria*.' Solon spent the last days of his life in Cyprus.

After the fall of the Ptolemies, Cyprus passed into the hands of the Romans, and subsequently fell to the share of the Eastern Emperors. It continued under the government of Greek Dukes till A.D. 1191, when Richard Cœur de Lion, to avenge the insults offered to his fiancée Berengaria, and to some Princesses of his family who had put in from stress of weather to Limassol on their way to the Holy Land, attacked and devastated the island, deposed the Duke Isaac Comnenus, and himself assumed the title of King of Cyprus.

Two years after its capture, having first sold the island to the Knights Templars, who failed to pay the stipulated price and abused their power, Richard made it over to Guy de Lusignan—a rich compensation, as Gibbon observes, for the loss of Jerusalem, which this prince then ceded to Henry Count of Champagne. The island continued to be governed by kings of the Lusignan family, several of whom bore a distinguished part in the wars in Palestine, carried on for the recovery of the Holy Sepulchre from the hands of the Saracens.

The bad government and internal dissensions of the later kings having weakened their power, they became tributary to the sultans of Egypt, while Famagusta was taken possession of by the republic of Genoa. Notwithstanding the repeated efforts made to expel them, the Genoëse held it for a space of 90 years, till they lost it in the reign of James the Bastard. This prince seemed, by his great abilities, to promise to restore the ancient glories of the Lusignan kings, but he died after a reign of seven years, leaving an infant son, who only survived him a few months. The government then fell to his widow, Catherine Cornaro, who, being herself a Venetian, took every opportunity

of encouraging and patronising her family, and other Venetian nobles, who had settled in the island; and at length, in A.D. 1485, she formally abdicated, and made her kingdom over to the republic of Venice. Nothing of interest occurred during the 80 years that the Venetians remained in possession of Cyprus, till it was taken by the Turks in the reign of Sultan Selim II., A.D. 1571. Cyprus rose in insurrection in 1822, when the revolt was quelled with much slaughter, and the condition of the island was greatly injured. By the Anglo-Turkish Convention of 1878 the administration was handed over by the Sultan to England, and Sir Garnet Wolseley became the first English governor.

On his appointment to the command of the army in South Africa in 1879, Major-General Sir R. Biddulph, K.C.M.G., C.B., was appointed High Commissioner.

The following is the text of the treaty by which Cyprus was assigned to the British:—

"If Batoum, Ardahan, Kars, or any of them, shall be retained by Russia, and if any attempt shall be made at any future time by Russia to take possession of any further territories of His Imperial Majesty the Sultan in Asia, as fixed by the Definitive Treaty of Peace, England engages to join His Imperial Majesty the Sultan in defending them by force of arms.

"In return, His Imperial Majesty the Sultan promises to England to introduce necessary reforms, to be agreed upon later between the two Powers, into the government, and for the protection, of the Christian and other subjects of the Porte in these territories; and in order to enable England to make necessary provision for executing her engagement, His Imperial Majesty the Sultan further consents to assign the Island of Cyprus to be occupied and administered by England."

In the annexe to this convention it is stipulated "That if Russia restores to Turkey, Kars and the other conquests made by her in Armenia during the last war, the Island of Cyprus will be evacuated by England, and the Con-

vention of the 4th of June, 1878, will be at an end."

Antiquities of great interest have in all ages been discovered at Cyprus; but it is only of late years that systematic exploration has been conducted on a large scale. These were commenced by General di Cesnola, who resided as American Consul in the island for 10 years; and who has given an account of his discoveries in the splendid work before quoted, from which our information is in a great measure derived.

He began his explorations in 1866 in the neighbourhood of Larnaca, where he discovered more than 2000 tombs, most of them dating from 400 years before Christ to the beginning of the Christian era. He also discovered the remains of temples of the Greek age. In one tomb was found a bronze urn, containing about 600 gold staters of Philip and Alexander. There were also Phœnician remains. He next excavated at Dali, the ancient Idalium, opening some 15,000 Phœnician tombs. Thence he proceeded to Golgoa, where he laid bare the ruins of two temples, containing nearly a thousand statues representing the best periods of Egyptian art, with bas-reliefs and other sculptures of the Assyrian, Greek and Roman ages. He next went to Salamis, but other antiquaries had been there ages before him, and little remained. Proceeding to Cape Pedalium, he identified the site of Leucon, and discovered some curious terra-cotta coffins. Travelling onwards he found the sites of several ancient cities, and discovered some remarkable temples and tombs. After exploring Paphos, Pissouri, and Amathus, he made his final and crowning discoveries at Curium. Here, in the subterranean treasure-chambers of an ancient temple, he was so fortunate as to find an immense number of engraved gems and ornaments, cups, vases and other articles of gold, silver, crystal and bronze, which in variety, and archæological as well as intrinsic value, must be regarded as one of the most important discoveries of the age. "The discovery of the treasure of

Curium is a true revelation of the glyptic art, in its rise and progress from the earliest times down to the beginning of the fifth century B.C." It embraces Assyrian, Egyptian, Phœnician and Greek objects, some of which are of the most exquisite workmanship. They are now exhibited in the Metropolitan Museum of New York.

The *Pottery* of Cyprus is very interesting, as some of it is probably among the most ancient in the world. Di Cesnola found immense quantities, showing the influence of Assyrian, Phœnician, Egyptian and Greek art. Many specimens are exquisitely engraved in his great work.

The *Inscriptions* on the ancient monuments and objects of art in Cyprus are in three characters: 1. Phœnician, a Semitic dialect with an alphabet of its own; 2. Cypriot, a syllabic character which concealed a language now known to be purely Greek; 3. Greek. Numerous examples of each may be seen in Di Cesnola's work.

There is every reason to hope that the remaining archaeological treasures of Cyprus may soon be brought to light, and the British Museum authorities are now (1882) considering a scheme for exploring it on an exhaustive scale. In the meantime all private excavations are strictly prohibited.

Cyprus is no less interesting to the student of architecture and to the ecclesiologist, as it abounds in ancient churches and other mediæval buildings. The former are of two classes; the ancient Greek churches, built after Byzantine models, and the Latin ones, built under the Lusignan dynasty, in the Gothic style.

a. Larnaca. (Pop. 7,827. 1,966 Moslem, 5,861 Christian.) *A good Club. No Hotel.* No English church or chaplain.

The chief town of a district containing 20,000 inhabitants; the principal commercial emporium of the island, and the only town which has a considerable European population. The old town, situated about half a

mile from the sea, is known as LARNACA (Turkish, *Touzla*), the newer portion along the sea-shore as LA SCALA or MARENA. In the former are three orthodox churches, to one of which is attached the residence of the Bishop of Cithium; a handsome Roman Catholic church and adjoining convent, served by Franciscans under the Patriarchal See of Jerusalem, and a mosque. Between the two towns lies the church, convent and school of the sisters of St. Joseph. In Scala are two mosques, and a small Turkish fort, now used as a prison and police barrack.

Beyond the well-stocked bazaar is the Greek Church of St. Lazarus. In a vault beneath the altar is shown the cenotaph of the saint. After his resurrection the Jews are said to have driven him from Joppa; his boat drifted to Larnaca, where he became bishop, and died. His body is interred at Marseilles. Other accounts say that he was not buried at Marseilles, but simply passed through it on his way to the north of France, where he was buried. Adjoining the church is a little graveyard, in which are English graves, with inscriptions dating from 1685.

To the N. is the quarantine station, between which and the town the new custom house and public offices are rapidly rising. Other visible results of the English occupation are the abattoir, the hospital, four wooden jetties, and the nursery garden. Larnaca has telegraphic communication with Europe, *viâ* Lattakia and Alexandria, and with the chief town of each district. There are branches of the Imperial Ottoman and Anglo-Egyptian Banks.

Provisions, especially poultry, fruits and vegetables, are plentiful and cheap.

Excellent water is supplied to both towns by an aqueduct from a chain of wells in the Arpera valley, about 8 m. distant. The revenues of the Pasha Chiftlik are charged by Bekir Pasha (ob. 1745) with the maintenance of the channel and seven fountains.

The roadstead is perfectly sheltered from all points of the compass except the S.E., and there is space enough for the anchorage of a very considerable number of vessels in from 7 to 10 fms. The deeper the anchorage the less will the vessels roll. The best, (8 fms.) is opposite the Lazaretto. Occasionally in the winter, during gales from N.E. to S.W., a very heavy surf rises in the bay, making landing difficult and dangerous. But the Island Government is about to construct a screw-pile pier 200 yds. long, to the N. of the town. This is the only port in Cyprus where coal is obtainable. Cost about 50 frs. per ton.

The probabilities are that it will before long be obtainable at Limassol.

There can be no doubt that Larnaca occupies the site of Citium, the child and rival of Phœnician Tyre, and the birthplace of Zeno, the founder of the Stoics. As early as the days of the Assyrian Sargon (B.C. 707), it had its own kings; and in B.C. 477 was strong enough to resist the fleet of the Athenian Cimon.

The whole neighbourhood, which is flat and arid, is one vast cemetery (*Larnax* = a coffin). To the N., under a hill called *Bamboula*, are the *débris* of the old harbour, with the remains of ancient buildings of large, well-squared stones, many of which lie embedded *pêle-mêle* in the soil, as though dislodged by an earthquake. In the ancient fosse, which can be traced for some distance between Larnaca and the Marina, is a remarkable Phœnician monument, known as the Nagia Phaneromene, a rude temple, shaped partly out of the living rock over a tomb or well. From this point to the Salt Lake the soil is honey-combed by the excavations of M. di Cesnola and others, which have yielded coarse pottery, terra-cotta *figurines*, and coins in immense numbers. In the more perfect tombs gold and silver ornaments, iridescent glass, and mirrors of metal were freely found.

The name of Citium is still preserved in the modern villages Citi or Kiti, near the cape of the same name, about 6 m. from Larnaca, celebrated

for its gardens. Here are the ruins of a castle built by the Lusignans, and called the Château de Quid.

The Greek Church of the Blessed Virgin at *Kiti* is well worthy of a visit. It is a large building, with three aisles, two central domes and terminal apses. To the S. aisle, a large side aisle, now used as a school, was added in the Gothic period. The central dome has a fresco of our Lord in the act of blessing, and the central apse has a curious mosaic of the Theotokos, in a blue dress standing between two angels, swinging censers in the early Byzantine manner. It has a fine semicircle of white marble steps, with an upper bench for the presbyters. The iconostasis is magnificently decorated with rich gilded carving and sacred pictures. A picture of the archangel Michael, on the screen in the southern aisle, is a really fine work of art.

TOUR OF CYPRUS, STARTING FROM LARNACA.

(The time given is that required for a laden mule to travel.)

LARNACA to	Hrs.
Mount Santa Croce	5
Moni	5
LIMASSOL	4
To Platris, 36 miles; to Troödos, 40 miles.	
Episcopi	2
Pissouri	4
Kuklia	3
PAPHO	3
Khrysoroghiatissa	5
Kykko	4
To Troödos, 4; Troödos to Levka	
Levka	3
Morphou	4
St. Pantelemon	3
Kyrenia	6
To Bellapaise, 1½; to Hilarion	
NICOSIA	4
Kythrea	2
Tricomio	7
To Kantara	
Famagusta	4
Larnaca	6

b. The traveller who has time to spend between Larnaca and Limassol, may halt the first night at the monastery of St. Barbara (*Ayia Varvára*), at the foot of *Mount Santa Croce*, and ascend the mountain at sunrise. The view is magnificent; even the peaks of the Lebanon can be discerned in clear weather. On the summit is a quaint Greek monastery or hermitage, built by St. Helena on her return from Jerusalem. She is said to have deposited in it a piece of the true cross, as well as the cross of the penitent thief. The former relic is now shown at the church of *Epano-Levkara*, about 3 hrs. distant. The monastery was formerly used as a penitentiary for the punishment of priests of the Greek Church.

c. *Amathus*, also called *Palæo Lemissos*, is on the coast 6 hrs. from Santa Croce and 12 from Larnaca. It is wholly desolate, and only a few ruined walls mark the site of the ancient city. On the top of the hill, *de Voguë* found two large stone jars, one of which was removed to the Louvre, and the other broken to pieces. The remnants may still be seen. In the side of the rocky hill on which it is situated, are great numbers of rock-cut tombs, and *Di Cesnola* excavated sepulchres at a depth of 40 ft., in which many valuable antiquities were found. *Amathus* was an early Phœnician settlement, devoted to the worship of *Malika*, the Tyrian Hercules. It was hence that *Agamemnon* drove *Cinyras* on account of his breach of faith; and it is said that he colonized it with a body of his followers when returning from Troy. In B. C. 332, *Androcles*, king of *Amathus*, was present in the Cypriot fleet which supported *Alexander* in the siege of Tyre. Under the Ptolemies, the city lost its importance. It was finally destroyed by *Richard I.* of England in revenge for the perfidy of the Duke of Cyprus.

d. *Limassol* (*Λιμασσός*), 2 hrs., where the Turks, on taking the island, first landed in 1571, is about $1\frac{1}{2}$ m. in length and situated in a position on

the sea-shore similar to that of Larnaca. No town in Cyprus shows so much the effect of British rule as this. The houses are better built, and the streets better paved than in any other town. An *Iron Pier* has been constructed for embarking and disembarking. A new *konak* and custom house have been built. Water is laid on through the town by iron pipes. There is a good *English club*, and all that is wanted is a hotel.

The principal trade is the shipment of wine and spirit to Egypt, Turkey and France; raisins and kharoubs are sent in large quantities to England, France and Russia. The place is thriving, and will evidently become one of the most important commercial ports of the island. Its healthy climate and its vicinity to the summer station of *Mount Troödos* ought to make it the principal place as a winter residence for visitors. The English troops are quartered on the low hills near *Polemídia*, 3 m. from the town, and a good road leads from Limassol to the camp, and thence to the mountains.

The roadstead, though somewhat less sheltered than that of Larnaca, has excellent holding ground, and ships with adequate tackle ride at anchor at all seasons in safety. Landing is easily effected at the iron pier except during a storm.

There is little of interest in the town. There is an old castle of the time of the Lusignans, now used as a prison. Here *Richard Cœur de Lion* was married to *Berengaria*, 1191. The principal Greek Church has a finely carved iconostasis; and the gardens in the vicinity of the town are rich in fruit and vegetables.

Before leaving Limassol the traveller should visit *Mount Troödos*, the summer camp of the troops from June to September. The military road will enable him to reach *Platris* in one day, and ascend the mountain and return the next. The scenery is magnificent, and the ancient forest, though much injured by the inhabitants, still contains some splendid timber. A good mule pass leads from *Platris* —

through the camp to the summit of the mountain.

Leaving Limassol for Papho, the road leads through a fertile plain well watered and dotted with groves of olive and kharoub trees. In about 1½ hrs. we reach the picturesque village of COLOSSI, where is a tower, said to have been built by the Knights Templars and ceded to the Knights of Rhodes, who gave it this name in memory of the Colossus. The summit of the tower commands a fine view; the interior has some handsome Gothic apartments with curious fire-places; and on the exterior are the arms of the Knights Templars and Knights of St. John. It now serves as a granary. Close to this keep is a small but interesting church, now disused, dedicated to St. Eustachius, of whom an equestrian figure is painted in fresco on the N. wall. It is of very small dimensions, but situated as it is, on the edge of a rock, it is most picturesque.

About 2 m. from Colossi, on the road to Episcopi, is the partly ruined and disused *Ch. of St. George*, a small but admirably proportioned building, with a single aisle ending in an apse, and with the stone roof of the nave supported by pointed arches; remains of ancient frescoes, including one of the Empress Helena, are found on the walls.

e. Episcopi, 2 hrs. from Limassol (the ancient *Curium*, one of the 9 kingdoms), is a very pretty village, situated on the river *Lycos*, which takes its rise in the Troódos range. Owing to the abundance of water in the neighbourhood, trees of all sorts flourish well; and this advantage, added to its picturesque situation, renders it a delightful resort.

Curium was built on the top of a cliff, some 300 ft. above the sea, and almost inaccessible on three sides. Thousands of rock-tombs are hewn in the sides and round the base of the cliff. The little dales near the site are also filled with tombs at a depth of from 10 to 20 ft. below the surface. The city appears to have been founded by an Argive colony.

In the time of Alexander, its king sent ships to aid him in the siege of Tyre. There are still visible the ruins of a pretty large town on the summit of the hill. It had three entrances—one on the S., one on the W., and a third on the N. side, near the present road to Paphos. The southern entrance, a square opening hewn in the rock, is 56 ft. wide. A flight of steps leads up to where the gate was, now only marked by the fragment of a column. The western entrance faces the bay, and seems to have been the principal one; but no traces of steps or road leading to it can now be seen. Entering the city from the southern gateway, and walking a few minutes in a N.E. direction, one meets with the ruins of a semicircular structure, measuring 720 ft. in circumference, probably those of a theatre. The area of *Curium* was much greater than that of *Amathus*. Except *Neo-Paphos*, there is no place in Cyprus which presents on the surface of the soil so large a quantity of *débris*. Here and there parts of street pavement are visible, marked with the tracks of wheels. Hundreds of mounds show where houses stood. It was in *Curium*, in vaults beneath a temple, that *Di Cesnola* made his most valuable discovery, consisting of a vast quantity of gems and gold ornaments. On a large gold armlet was inscribed, in Cypriote characters, the name of *Eteandros*, King of Paphos—the same, in all probability, found on the list of Cypriote kings who brought tribute to the Assyrian monarch *Esarhaddon*, as stated on an Assyrian cylinder, the inscription on which has been published in *Records of the Past*, iii. p. 108. The workmanship of the gems and vessels of gold and silver, and the figures engraved upon them, present a singular combination of Assyrian, Egyptian, and Greek art. They are all extremely interesting, and together form one of the most important collections of primeval art found in modern times. A narrative of the discovery, and a description of the more remarkable objects, will be found in *Di Cesnola's 'Cyprus.'*

A short distance N. of the ruins are the remains of the temple of *Apollo Hylates*, so called from the old name of the town, *Hyle*. It was 79 ft. long by 32 wide, and was adorned by pillars of marble and granite. Beneath the pavement Di Cesnola dug up some figures in terra-cotta, and a large jar containing an inscription in Greek. In an adjoining ravine he also found a great number of fragments of statues in stone and marble, which had been purposely destroyed. Rising abruptly from the sea, not far distant, is the promontory spoken of by Strabo, whence those who touched the altar of Apollo with their hands were precipitated.

f. *Pissouri*, 4 hrs., situated on the summit of a lofty hill, commanding a fine view of the surrounding country. On the way, a little to the rt. of our route, is the Turkish village of *Avdimnou*, founded by Ptolemy Philadelphus in honour of his sister Arsinoë, but it is not worth visiting. The next place arrived at is

g. *Palæo-Paphos*, now called *Kuklia* (3 hrs.), occupying a commanding site, in one of the wildest but richest districts of the island. The only remains visible are portions of a castle built by Hugh de Lusignan, apparently on the massive foundations of a much earlier structure; and the ruins of the great temple of Venus. The temple stood on an eminence about a mile from the sea, and parts of its colossal walls are still standing; one of the stones measures 15 ft. by 8 ft. The temple was about 221 ft. long by 167 wide. The corner-stone on the N.W. has a hole in it, supposed to be connected with the Oracle.

A few hundred yards from the shore below the town, are the remains of another temple, built to commemorate the spot where, according to tradition, Venus first appeared to the Cypriots. Here are two monoliths, each 27 ft. high, of grey granite, which once formed, in all probability, the entrance to the temple. Paphos is said to have been founded by a certain Cinyras, whose descendants long retained both

civil and priestly authority in the city. Their wealth was great; and the dignity attached to the priestly office was such that the Roman Senate, after taking the kingdom of Cyprus from Ptolemy, offered him in compensation the position of high priest. Paphos was the official residence of the Roman Proconsul, Sergius Paulus, who was visited and converted by St. Paul (Acts xiii. 4-13). The city was afterwards ruined, and its population migrated to Neo-Paphos, to which, as it would seem, they also conveyed many of the building-stones of the old city. In the time of the Lusignan kings old Paphos had almost disappeared.

h. *Neo-Paphos*, now *Papho*, 3 hrs.

The route lies along the edge of a plain which stretches down to the sea, and then over low hills covered with juniper to the village of Koloni. Ten minutes from it N.W. is *Hieroskopos*, "the Sacred Garden of Venus," near which there is a cave and fountain known as the *Bath of Aphrodite*. It is a beautiful spot; and near it are some rock-hewn tombs. In 20 min. more we reach the site of Neo-Paphos, which may have contained 20,000 inhabitants. It was originally founded by a colony of Arcadians, and its name was Erythræ; but when it became the starting-point of pilgrimages to the Shrine of Venus at Paphos, the old name was superseded by Neo-Paphos. The site is now deserted, and no remains of any importance have as yet been discovered; but near it, at a place called Palæo-Castro, are immense numbers of tombs hewn in the rock.

The town of *Ktima*, which lies on a rocky plateau $1\frac{1}{2}$ mile from Neo-Paphos, is now the capital of the district of Papho and the residence of an English Commissioner. It is the headquarters of the silk industry of the island, a considerable amount of which is exported from here. The little harbour, fortified by a Venetian castle, which stands on the ruins of some much older work, is only large enough for the small native coasting craft.

From this place the route lies inland over bleak, wild mountains to

i. *Khrysoroghiatiassa*, 5 hrs. This is a large monastery, where the Greek monks are very hospitable. The scenery here is very fine. We continue our route through the magnificent valley of *Maratassa*. The slopes and summits of the mountains are thickly wooded with oak, fir, cherry, kharoub, walnut, and other trees; whilst at their base flows a small clear stream which the traveller crosses and recrosses. Many trees exist in this valley of sufficient height and circumference to make masts for line-of-battle ships.

k. *Kykko* (4 hrs.) is the largest and richest monastery in the island, possessing land in Cyprus, at Smyrna, in Thessaly and in Caucasias. It was founded by Alexius Comnenus, out of gratitude for the restoration of his daughter to health by a hermit who lived at this spot, and was endowed with a picture of the Virgin by St. Luke, which now hangs on the iconostasis of the church in a splendid shrine, but the face is always concealed. The monastery has been thrice burnt down, but is still an interesting pile of buildings. There are two fairs held here in the summer, at which several thousand persons assemble, but on such an occasion it is well to avoid the precincts. The monks are hospitable, and good accommodation for the night is to be had, for which a contribution to the "poor-box" is expected. There is a very fine bell, a contribution from the faithful in Russia; it was rolled up from the sea near Levka, with much difficulty, in a barrel. A walk of an hour over very rough ground, guided by a shepherd from the monastery, will bring us to a group of *Cedar trees*, few of which now exist in the island. They are a genus peculiar to Cyprus, and more resembling the African than the Lebanon cedar. They are, no doubt, the Chittim wood of Scripture.

1. From *Kykko* we may visit Mount

Troödos (if we have not already done so from Limassol) (4 hrs. by a road which will take us through some very wild and picturesque country), and thence go to *Levka* (3 hrs.), or we may continue our journey, *viâ* *Modulla*, to

m. *Levka*, (3 hrs.). An important village, well watered by streams from Mount *Troödos*. The land in this neighbourhood is very rich, and lemons, oranges and pomegranates are grown in great abundance.

We are now leaving on our left a very picturesque district, in which were situated several ancient cities of importance, and the principal mines from which Cyprus obtained its ancient wealth. An English firm has lately taken a lease of some of these mines near *Khrysokhou*, which it is to be hoped will turn out well. Near this village are the ruins of the important city of *Arsinoe*, and nearer *Levka* those of *Soli*, where the great Greek legislator *Solon* passed his latter years. The king of *Soli* was one of the 10 kings of Cyprus who sent presents to *Ezrahaddon*, and next to *Salamis* it was the most important city in the island. Near it were rich copper mines. It stood on the left bank of the winter torrent *Claros*, and covered the northern slope of a low hill. Now its only remains are confused ruins with rock-hewn tombs in the adjoining hills.

It is probable that a systematic search would reveal antiquities of great interest and value at this spot. Its port, now called *Karavostasi*, is the only one, except *Kyrenia*, which affords shelter for vessels on the N. coast.

n. From *Levka* to *Morphou* is about 3 hrs. It is one of the largest villages in the island, inhabited almost entirely by Greeks. We have now entered upon the great central plain of the *Mesaoria*, which stretches from *Morphou* to *Famagusta*, and is the great corn-bearing district of the island, and, if well-watered, would rival the Egyptian delta for richness.

o. The next good halting place is the Monastery of *St. Pantelemon*, the residence of the Bishop of Kyrenia, where strangers are hospitably entertained. It is a fine building and picturesquely situated. One of the great fairs of the island is held here during the summer, at which many thousand people assemble, and much business and bartering is carried on.

Some distance from the convent in the mountains is a hamlet called *Larnaca-tou Lapithou*; it is so named from the number of rock-hewn tombs around it. On the slope of a conical hill, some fifteen minutes' walk from Larnaca, there is a bilingual inscription in Greek and Phœnician; of the age of the Ptolemies, and in its vicinity are the ruins of a small temple. It would probably repay excavation.

p. *Lapethos* (5 hrs. from Morphou) was formerly the residence of one of the 10 kings and the site of a temple of Venus. It is still one of the most productive and prosperous villages of the island, and the people are particularly intelligent and hospitable. It has an abundant supply of water, the source of which is worth visiting, as the rock out of which it flows has been excavated, and found to contain five small chambers. Instead of sleeping at Lapitho, it would be preferable to proceed to

The convent of *Acheropiti*, a mile distant, situated on a rock overhanging the sea, and in the vicinity of which are numerous interesting ruins, the principal being those of two old Latin churches. In the church of the convent is a marble tombstone of a Crusader, and the remains of a handsome mosaic pavement.

q. We now proceed through the plain to *Kyrenia*. On the rt. of the road, on the top of the hills, 3340 feet above the sea, is the castle of *Dieu d'Amour*, also called *Saint Hilarion*, which should be visited from Kyrenia. It is perhaps the most remarkable structure in the island, perched as it is upon

an almost inaccessible peak, and clinging to the rocks, as every projection affords a precarious foundation. It consists of an outer *enceinte*, including the only piece of ground which is not bare and precipitous rock, with a castellated wall and round flanking towers. A passage in the side of the rock leads from this to the main building, which consists of numerous chambers and halls, including a chapel, from which a lovely view is obtained. A steep climb, past the huge tank which supplied the castle with water, brings us to the keep on a flat plateau between the two precipitous peaks of the mountain, on one of which are some still more inaccessible buildings, only to be reached by active climbing. The extent and solidity of the structure, which still testify to its original importance, are the more wonderful, as it is apparent that the stone used in its construction has been mostly brought up from the plains. Kyrenia has a small but not a very safe port, the usual landing-place from Asia Minor, protected by a large, strong, and very curious old fort, enlarged by the Lusignans: it is nearly square in form, and flanked at each corner by a circular tower. It is now used as a prison, and can be inspected by obtaining permission from the commissioner. The quarries of Kyrenia are most curious, from the most ancient times the stone has been cut out in square blocks, till the cliffs resemble huge flights of steps. From Kyrenia the traveller should not omit to visit the splendid Gothic abbey of *Belapais*, 3½ m., built by Hugh III., and destroyed by the Turks after the capture of the castle of Kyrenia. It contains a hall 100 ft. long, 32 wide, and 40 high, probably the refectory. The view from this magnificent ruin is sublime; the coast of Asia Minor is distinctly visible, and the coast of Cyprus, at the foot of the mountain-ridge on which it stands, presents scenery which can scarcely be surpassed. On the highest summit of the mountain-range, above Belapais, 2500 ft. above, and 2 m. distant from it, stands the ruined castle of *Buffavent*.

—so called from its lofty position, which exposes it to the wind on all sides. It is of the same character as the castle of Hilarion, and, though smaller in extent, is even more difficult of access and remarkable in situation. It played an important part in the history of Cyprus, and was considered almost impregnable; it was destroyed by the Venetians at the same time as Dieu d'Amour, and nothing now remains of it but a few tottering walls and some reservoirs for water. But though the ruins themselves are insignificant, the splendid view from them will amply repay the ascent, as it comprises the whole northern coast of Cyprus, the opposite shores of Asia Minor, and, turning towards the S., the town of *Nikosia*, and a great part of the plain of *Mesaria*. Descending the mountains on the S. side, we reach the Greek convent of *St. Chrysostom*, also called the White Monastery. It is a dependency of the Greek Church of the Holy Sepulchre at Jerusalem, and has an abbot directly appointed by the patriarch. It is a solid structure, and very beautifully situated. The church is interesting, and has some curious frescoes, where we can pass the night. It will be better, however, to visit Buffavento and *St. Chrysostom* from *Nicosia*, as the best road from *Kyrenia* to the capital runs through the pass below *St. Hilarion*.

r. Nicosia (*Inns: Albert; Army and Navy*, good; *Victoria*), in Greek *Levcosia*, in Turkish *Lefkosia*, the capital of Cyprus, is about 4 hrs. ride from *Kyrenia*. It contains a population of 11,513 souls, of whom 5397 are Turks, and 5653 are of the Greek Church. The district contains 56,275 inhabitants. From the time of Constantine the Great the walls were 9 m. in circumference, but when the invasion of the Turks was expected, the Venetians reduced them to 3, and erected the present fortifications, leaving three gates instead of eight. The walls are in the form of a perfect circle with eleven flanking bastions. The old Puplio gate has been walled up,

and a new entrance made through the adjacent wall. Though fortified by Savorniani, one of the most famous engineers of the day, the town is far from strong, as it is commanded by the higher ground about it; it, however, offered a most obstinate resistance to the Turks, and was only lost through the folly and ignorance of the governor, *Nicolo Dandolo*. In reducing the circumference of the fortifications some splendid temples, palaces, and monuments were destroyed, and among them the church of *St. Dominic*, in which several of the kings of Cyprus, including *Hugh IV.*, were buried. Although the walls are in a ruinous condition the fortifications are still of imposing appearance. When possessed by the *Lusignans*, *Nicosia* was the residence of the kings and an archiepiscopal see; the monasteries were very numerous; and there were about 300 Greek and Latin churches, and many palaces and public buildings.

The siege of *Nicosia* by the Turks under *Mustapha* commenced on the 26th July, 1570, and lasted forty-five days, when it was taken by storm, and 20,000 of the inhabitants were put to the sword; from that period may be dated the rapid decay of this once celebrated city. Between the gates of *Famagusta* and *Papho*, situated in a pretty garden, is a small mosque, in which is interred the *Bairakdar* (or standard-bearer) who first planted the Turkish flag on the walls. It is worth visiting, and from the summit of its minaret the best view of this pretty Oriental town is obtained; the variety of shrubs, mulberry and palm trees, interspersed with minarets and ancient Christian churches, now converted into mosques, with the *Kyrenia* range of hills in the background, make this scene worthy the attention of an artist. It is extremely picturesque and beautiful. The bazaars form a labyrinth very difficult to traverse, as in most Oriental towns.

The new Government house is outside the city; it is of a temporary construction, but is in a splendid position,

and considerable plantations have been made around it.

The CATHEDRAL CH. OF ST. SOPHIA, in which were crowned the kings of Cyprus, is now a mosque; it is composed of three large naves, and is in the best style of Gothic architecture, and in excellent preservation. There are still to be seen the tombs of some of the Lusignans and Venetian families, but the Turks have much disfigured them, as also all other symbols of Christianity. The towers which formerly existed have been replaced by two lofty minarets, which should be ascended, as a fine view of the town and surrounding country is obtained.

The actual Cathedral of the Greek archbishop is a small unpretending building, apparently of no very ancient date. The interior, however, is covered with very curious and archaic-looking frescoes; on the roof is a representation of the Last Judgment, with the figure of Christ in the centre. On his right hand are the blessed, on the left the condemned, amongst whom are a great number of bishops, descending in a band of flame into the mouth of a huge green monster. In this church, moreover, are some very fine silver lamps, and an artificial ostrich egg in *Rhodian* porcelain.

An exceedingly interesting church, at present used as a granary, is that of St. NICOLAS, close to the Mosque of St. Sophia, probably the same as that mentioned in ancient records as *St. Nicolas of the English*. When Acre surrendered to the Turks in 1291, and the Christian forces had withdrawn from the Holy Land, some found a home in Cyprus, and among them the Order of St. Thomas of Acre, a small semi-religious knightly order of Englishmen. It was founded by the sister and the brother-in-law of A'Becket, and during the Crusades the members devoted themselves to burying the dead. At the siege of Acre the order led the soldiers whom Edward I. sent to Palestine, and such members as survived the siege settled at Nicosia, where they possessed a church called "*St. Nicolas of the English*." Its

[*Mediterranean*.]

porch is the best preserved and most elaborate specimen of Gothic architecture in the island.

The *Ch. of St. Catherine* was formerly connected with a nunnery, of which no trace exists. The *Armenian Ch.* contains the tombs of several knights and other warriors renowned in the Crusades, all of which are well preserved.

The *Serai*, or governor's palace, now used as the Courts of Justice and government offices, is of Gothic construction, and has still over its entrance the arms of the Republic of Venice; it was the royal residence in Christian times, but is now in a dilapidated condition. In the square outside the Serai is the tree on which were hung the archbishop and notables of Cyprus after the insurrection of 1821. Near it also is a fine granite column, on which the Venetian lion is said to have stood. Nicosia was the seat of the Mutesarif of Cyprus, who was under the Governor-General of the island of Rhodes. The public *bazaars* are worthy of inspection. The principal trade of Nicosia is printing British calicoes with Oriental designs, after which they are exported to all parts of the Levant, and serve as window-blinds, sofa-covers, &c. Tanning is also carried on to some extent, and the Greek females manufacture silk with great taste, and in a style unknown in Europe. Silver ornaments of local manufacture and quaint design may be obtained in the silversmith's bazaar. Nicosia is the residence of the Greek archbishop of the island.

There are establishments of the Dancing and Howling Dervishes in the town, which can be visited. The time and place can be learnt by local inquiry.

The origin of Nicosia is unknown. Pococke says it occupies the site of the ancient *Tremitus*; but this is impossible, for both places are mentioned as episcopal cities at the close of the 4th century. It seems, however, that Nicosia was built upon the

ruins of some more ancient town, as in its immediate neighbourhood are many tombs in which Di Cesnola found little clay figures of the Assyrian Mylitta, cylinders in serpentine, scarabs, and other objects, none of which could be of a later date than the year 500 B.C.

The population of the town is 11,513, of whom 5,397 are Turks.

The only pleasant walk is the circuit of the ramparts, as they are elevated, and command a fine view.

Nicosia is 26 m. distant from the chief seaport Larnaca.

We shall now quit Nicosia and pursue our route to the eastern part of the island. The first spot to be visited is

s. Kythrea, a small but beautiful village, surrounded by gardens and fruit-trees, through which runs the remarkable stream which issues from a cavern in the mountain side and waters a large extent of land. The ruins of the ancient city, the capital of one of the 10 kingdoms of Cyprus, lie about a mile from the village on a low hill. The site is strewn with rubbish and fragments of pottery. Di Cesnola discovered the remains of two temples, with a granite altar, two heads in marble, and several fragments of stone and terra-cotta with Cypriote characters on them.

t. St. Elias, 9 hrs., where is a Maronite monastery, and thence to

The castle and convent of *Cantara*, 2 hrs., which were destroyed by the Venetians at the same period as Buffavento and St. Hilarion.

A few miles north of Cantara on the coast are the ruins of an ancient town, covering a plateau. Here may be seen columns in marble and granite, Corinthian capitals, and other remains, half-buried in the soil. Below there are traces of an enclosed harbour and pier. These may mark the site of *Aphrodisium*. About a mile W. of it is the headland of *Daulos*, where there are also a few insignificant ruins.

At this point the island becomes

narrow, and stretches away eastward in a long rugged promontory, called the *Karpas*, having on the S. the gulf of *Salamia*. The promontory was traversed by Di Cesnola, who found on it evidences of a former dense population, especially between *Rhizo-Karpas* and *Cape St. Andreas*. Along the shores are many cemeteries, the tombs in which are among the oldest in Cyprus. Some are cut in the rock, others excavated in the earth. From *Cape St. Andreas*, as far as the village of *Yalussa*, the ancient remains seem to belong to a very early period in the history of the island, and have a certain Oriental character, but from *Yalussa*, along the coast to *Kormakiti* the ruins are all decidedly Hellenic.

From *Cantara* we may either proceed to *Cape St. Andreas*, exploring the eastern promontory, or we may turn south to the Greek Convent of

u. St. Barnabas, 5 hrs., in a grotto adjacent to which was discovered the body of that saint, and by his side the manuscript of the *Gospel of St. Matthew*, said to be written in the Evangelist's own hand. Owing to this precious discovery, in the time of the Greek emperor *Zeno*, A.D. 473, peculiar privileges were accorded to the archbishops of Cyprus, who, although they own the supremacy of the patriarch of Constantinople over the Orthodox Greek Church, still are entirely independent of him as regards church discipline; they were also allowed to dress in purple, and to sign in red, like the emperors themselves. The whole of the above privileges are retained to this day, the ch. of Cyprus being what is called *autocephalon* (αὐτοκέφαλον). Near *St. Barnabas* are the remains of the prison in which *St. Catherine* is said to have been confined previous to being sent to *Alexandria*, where she was beheaded. From this we proceed to

v. Salamis, formerly one of the most flourishing cities of Cyprus, but now desolate. Its harbour is covered with sand, and its whole site overgrown

with thorns and thistles. Remains of the city wall may be seen; but there is nothing else to mark its greatness. Salamis was founded, according to tradition, by a colony of Greeks under Teucer, son of Telamon, king of the island of Salamis. The legend says that he married Eune, the daughter of Amyras, and that from them sprang the line of the kings of Salamis. At a subsequent period Salamis fell under the power of the Phœnicians, but was wrested from them by Evagoras, a descendant of the old kings, in the 5th century B.C. It fell into decay in the early part of the Christian era; and in the Middle Ages its place was taken by the neighbouring town of Famagusta. To the N.W. are some remains of a Roman aqueduct, which brought water from Kythrea, 22 m. distant.

W. Famagusta, 1 hr., in which, however, no accommodation or provisions are to be procured. The traveller must therefore procure lodgings at the large and populous suburb of *Dejia*, outside the walls, or at *Dejia*, about 3 m. distant, which is 10 ft. above the sea.

Famagusta, called by the Turks *Hasan*, was one of the four cities erected by Ptolemy Philadelphus in honour of his sister Arsinoë, and was originally named after her. After the title of Actium, Augustus called it "Fama Augusta," from which the present name is derived, and not, as the Greeks pretend, from the sand by which it is surrounded (*Αμμόχωστος*). Present fortifications are the work of the Lusignaus, Genoese, and Venetians. The works are in good preservation, of exceeding interest, and form a striking contrast to the interior of the town, which is a confused mass of ruins and filth. There are only two streets; that from the land side is very striking, as it spans a ditch, 140 ft. wide, cut out of the rock. The water here was approached by a winding passage beneath a powerful circular bastion, from a very narrow quay. The harbour is the only one in the island that can be made available for large

vessels; at present it is quite choked up, and the extreme unhealthiness of the site must prevent Famagusta being used as a military station till the causes of this condition are remedied. Yachts drawing not more than 10 ft. can go with perfect safety into the inner harbour, where they will find 14 ft. of water. The town was most valiantly defended by the Venetians under *Marco Brigadino*, against an overwhelming force commanded by Mustapha Pasha, and only capitulated after a siege of four months, when reduced to the utmost extremity, and when all hope of succour from without had been lost (August 1, 1571). The conditions agreed upon were most honourable to the besieged, but when once put in possession of the town, the treacherous Mustapha put the principal officers to death, and delivered Brigadino up to the most cruel tortures. After he had been made to labour at rebuilding the batteries he had so valiantly defended, he was flayed alive, and his skin stuffed with straw and hung to the yard-arm of a galley. It was subsequently ransomed by the Republic, and is now preserved in an urn in the Ch. of SS. Giovanni and Paolo in Venice.

Famagusta formerly contained, it is said, 200 Greek and Latin churches, the principal of which was the Latin CATHEDRAL OF ST. NICHOLAS, now converted into a mosque, which, though inferior in size to that of Nikosia, is superior to it in beauty of architecture. It is a Gothic building of the 14th century. The W. front, which is tolerably perfect, except the spires which are gone, somewhat resembles that of Lichfield Cathedral in general style, but bears a still stronger resemblance to some of the French W. fronts of the Middle Pointed style. There are three large doorways, with straight-sided gabled canopies overhead. Over the centre of these is a magnificent window of six lights, with a wheel in the tracery; above the side doors are long double-light windows, and over these again the belfry windows, which are also of two lights. There are small

remains of the nave converted into a mosque; but the choir and transepts have disappeared. It is said that this beautiful church was erected by the Venetians, but the architecture seems to contradict this. It is evidently either French or possibly English work. The Venetians became masters of Cyprus in 1471, but the remains of this church are certainly at least a century earlier. The floor of the mosque is covered with marble tombstones bearing the names and arms of the Christian Knights of Europe whose remains once reposed beneath, but were thrown into the sea by the Moslem conquerors. In this cathedral the Lusignans were crowned kings of Jerusalem, and in it James the Bastard and his son were buried.

Opposite this ch. are some arcades, supported by granite columns and adorned with the arms of the Venetian Republic, and those of the principal Venetian and Genoese families, who held the command in this town; behind these arches stand the ruins of the ancient Palace of the governors of Famagusta. Another ch., once used as a store and stable by the Turks, is in the Romanesque style, and appears originally to have been a regular basilica, with three apses at the E. end. It is of considerable size, and was probably erected about the time of Richard Cœur de Lion. It contains a few tombstones, and on one of them Di Cesnola deciphered the following inscription, which is of some importance in connection with the last days of the kingdom of Cyprus. On the upper part of the slab is the winged lion of St. Mark, and a view of Famagusta:—

FRANCISCO DE PRIULIS VENETAE CLA.
IMPER. DIVI MARCI VES.

CYPRI FELICITER EREBUTUM EST.
ANNO 1448, 28 FEBRU.

The ch. of *Sa. Croce*, and that of *St. Peter and St. Paul*, which were among the most beautiful of the town, have almost entirely fallen to ruin. The latter is a striking example of the former wealth and prosperity of Famagusta, for it was built by one Simon

Nostran, a merchant, with profit realised in a single voyage to Syria. The *citadel* is in a good state of preservation, and now serves as a prison.

The Governor of the town formerly resided in a small fort overlooking the sea, flanked by a large round tower called *Torre del Moro*. Tradition says that in this once lived the Venetian General Christoforo Moro (1506–1508). In 1508 he was recalled to Venice. It was the Othello of Shakspeare.

3½ m. S. of Famagusta is the fresh water lake of Paralimni, between 4 and 5 m. in circumference. The water is exceedingly impure, the shores are covered with high reeds and tamarisks; and though it abounds with water-fowl, they are very difficult to get at.

x. Leucolla, about 10 m. S. of Famagusta, on the shore. Di Cesnola discovered the site of this old city, which existed in the time of Alexander, and gave its name to the naval battle fought between Demetrius and Ptolemy. Its harbour was reached by a road cut in the rock. In the centre of a triangle, formed by the villages Ormidia, Timbo, and Avgoro, Di Cesnola discovered a large ancient cemetery, which yielded the most highly decorated vases found in Cyprus. It lies between Leucolla and Larnaca.

y. Tremitus.—About 10 m. N. of Larnaca are the remains of this city, now almost obliterated. The village of Tremitussa stands on the site; and around it are many tombs in which glassware, sepulchral figures and pottery, have been found. It was one of the ancient episcopal cities of Cyprus.

z. Golgoi, now *Athieno*, is 5 m. farther W. This place was the chief seat of the worship of Aphrodite, and gave her the name *Golgia*. In the cemetery to the N.E. of the village, many objects of interest have been at various times discovered, including figures with Cypriote inscriptions, pottery, sculpture, sarcophagi, and beautiful silver pateræ.

ss. Idalium, now *Dali*, is $1\frac{1}{2}$ hr. W. of Golgoi, situated in the centre of a little plain. It was famous in ancient times for a shrine of Venus. The site has been explored by De Vogüé, Di Cesnola, and others, and from the tombs have been brought many interesting gold ornaments, vases of glass and terra-cotta, and articles of pottery and bronze.

76. MALTA AND ITS DEPENDENCIES.

HOTELS.—*The Grand Hotel* in the Strada Reale is first class.

Morell's Hotel, 156, Str. Forni; family hotel very well spoken of, but where they will on no account allow dinner elsewhere than at the table-d'hôte.

Hôtel d'Angleterre, 34, Str. Stretta. Room and board, 8s. a day; fair table-d'hôte.

Durnsford's, 254, Str. Reale.

The Imperial, 91, Str. Sta. Lucia.

The Great Britain, 42, Str. Mezzodi, 20 yds. from the Opera House.

The St. George's, 74, Str. Teatro.

There are some others which might be resorted to in the event of the above being full.

The Imperial Hotel at Sliema is well spoken of. It is large, and very well situated.

The Villa Paris Hotel, at Casal Lia, is a well-managed restaurant. The proprietor, Mr. Mallia, was for many years a steward in the navy, and is always anxious to please.

CHURCHES.—Church of *St. Paul's*. Rev. C. A. Hardy, chaplain. The first stone of this ch. was laid in 1839, by Queen Adelaide, who defrayed the entire expense, 20,000*l*.

Holy Trinity Church, Sliema. Rev. J. Knight-Law, B.A., chaplain. The ch. was built almost at the entire cost of the Right Rev. Dr. Trower, late bishop of Gibraltar, by whom it was consecrated in 1867. It was partially endowed by the munificence of the Hon. and Right Rev. Bishop Harris,

and, together with a house adjoining, presented to the See of Gibraltar.

There are interesting old chapels in some of the forts, and also two hideous buildings—in the Upper "Barracca" in Valletta, and the other at "Margarita" Cospicua—called "Chapel-Schools," in which the military chaplains hold frequent services. The Naval Chapel-room, in the Dockyard (unconsecrated, but reserved exclusively for Divine service), has undergone a transformation, thanks to Admiral Inglefield, C.B., when Admiral Superintendent of the Maltese Dockyard.

Scotch Presbyterian (Free Church), at the corner of the Str. Forni, and the Str. Mezzodi, Valletta. Minister, the Rev. G. Wisely, M.A.

Greek Orthodox, in the Str. Mercanti.

CONSULS.—*United States*: Charles Bredeynda, Esq., 21, Marina Barrera. *Belgium and Denmark*: E. V. Ferro, Esq., 34, Str. Federico. *France*: Monar. De Vaux, Bastione Sta. Barb. *Germany*: H. C. Ferro, Esq., 35, Str. Forni. *Italy*: Chev. R. Slythe, 206, Str. Reale.

Means of Communication.—The outward-bound *Peninsular and Oriental Co.'s* steamers, carrying the mails, leave Southampton once a week, taking 8 or 9 days for the voyage. The homeward, from Port Said, generally arrive on Monday or Tuesday, and the outward bound on Thursday or Friday. These steamers stay at Malta about 6 hrs. Fares between Southampton and Malta—first-class, 15*l*., second-class passengers and servants, 9*l*.

The Compagnie Transatlantique runs a line of steamers, subventioned by the Maltese Government, twice a week between Malta and Syracuse. They arrive in Malta on Tuesday and Friday, and leave on Wednesday and Saturday.

Another line from Marseilles, touching at various Italian ports, leaves Messina for Malta on Wednesday evening, arrives at Malta on Thursday morning, and continues *via* Susa and Tunis to Marseilles. The return line from Marseilles to Susa and Tunis reaches Malta on Friday morning,

leaves in the evening, and continues its voyage to Messina and the various Italian ports to Marseilles.

A third line leaves Malta every Friday, touches at Tripoli, and the various ports of Tunis, and reaches the latter place on Wednesday morning. It returns from Tunis the same way on Thursday evening, reaching Malta on Tuesday afternoon.

The *Italian General Company* have a steamer leaving for Tunis on Thursday and for Tripoli on Tuesday of every week.

The *Fraisinet Co.*'s mail steamers run between Marseilles, Malta, and Alexandria, twice a month. They arrive in Malta on the 4th and 18th from Marseilles, and on the 5th and 19th from Alexandria. First-class to Marseilles, 8*l*.

There is also constant and regular communication with England by means of various other lines. Amongst the best are the *British India*, and *Nileon's* steamers to London; *Burns and McIver's*, *Papayanni's* and *Moss's* to Liverpool.

Charts of the Mediterranean and Sailing Directions can be purchased at the Custom House.

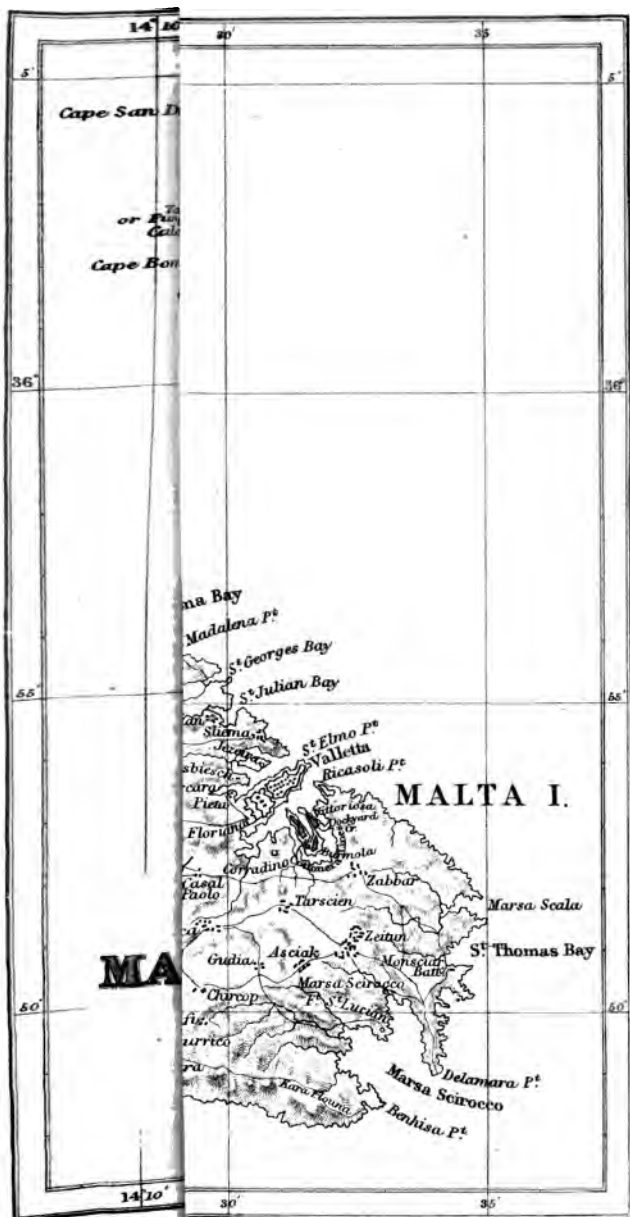
On the arrival of a P. and O. steamer, a perfect horde of dealers in lace, coral, filigree, sponges, birds, flowers, &c., swarm on board, and so great is the profit made out of travellers passing through Malta on their way to and from India that, whenever the steamers arrive late, many of the principal shops are kept open long after the usual hour of closing. The P. and O. steamers generally remain about 6 hrs. in the harbour, and it is calculated that, during that time, about 200*l*. on the average is spent in Malta by the passengers of each ship. It must be borne in mind that the shopkeepers always ask a higher price than they are willing to accept, and the prices demanded from travellers are, as a rule, much higher than what are ever asked from residents.

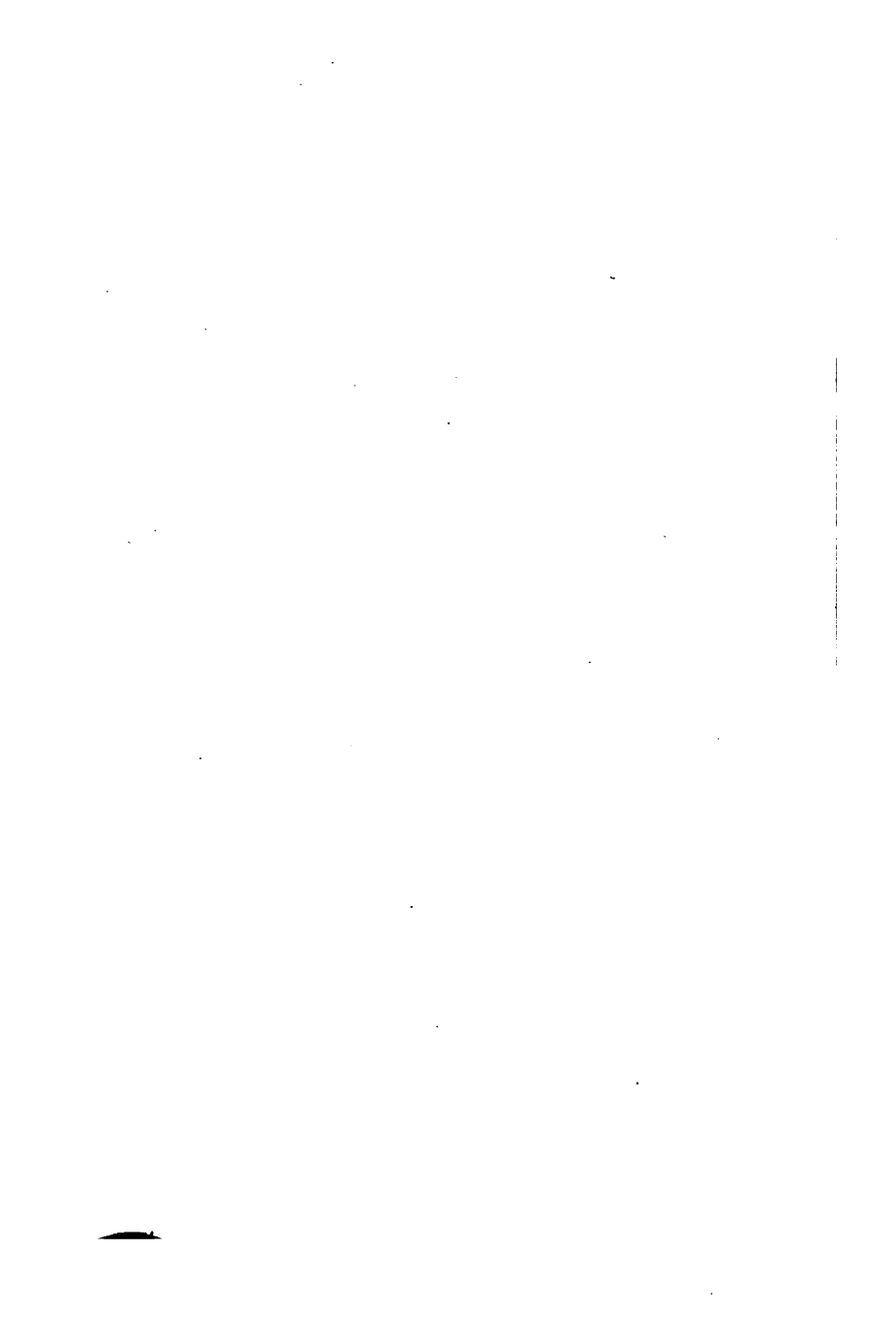
A *Railway* has lately been opened as far as CITTA VECCHIA, which will eventually be extended to Marfa, opposite Gozo. It starts from the

Porto Reale Gate, proceeds underground to the Porte des Bombes, and passes the villages of *Misida*, *Birchir-cava*, *Casa Lia*, *Attard* and *Balzam*.

Malta is situated in 35° 53' N. lat. and 14° 30' E. long. It is 60 m. from Cape Passaro in Sicily, and nearly 200 from Cape Bon, the nearest point of Africa. The islands of Gozo and Comino are to the W.N.W. The latter lies halfway in the channel, 4½ m. wide, which separates Malta from Gozo. On the opposite shores of the two main islands traces of wheels and furrows, showing the passage of carts, are still apparent, even at some distance in the water; proving that the intermediate space has been very recently submerged. The greatest length of Malta is about 17 m.; its breadth 9; circumference 60; and its area is 95 statute square miles. Of an irregular oval form, its S. shore presents a line of rock, often very precipitous, and rising in places to an elevation of 400 ft. To the S.E. lies the large port of Marsa Scirocco; while on the N.E. (the side opposite Sicily), with its more shelving shore, lie Marsa Scala, and the magnificent ports on either side of Valletta called the Grand and Marsamuscetto harbours; and still proceeding westward, the bays of St. Julian, St. George, Maddalena, St. Eaul, and Mellih. The interior of the island is undulating, stony, and seamed with *wiedien*, or water-courses. The greatest elevation is obtained near Casal Dingli, on a spot called Ta-I'-aghlija, where the highest point of the cliffs rises 750 ft. above the level of the sea.

Malta is a simple rock, cropping up out of the ocean, about half of it happily covered with a thin rich mould, which, owing to the industry and frugality of the people, and in consequence of their connection with a great and wealthy nation, enables a larger number (2000 per productive sq. m.) of persons to live on it than on any other number of sq. miles on the globe. One-third of the land is owned by the Government, one-third by the Roman Catholic Church, and the remainder by private individuals. The great enemy of trees in Malta is the violence of the winds





which sometimes blow over the island; consequently, to protect the crops as far as possible, the gardens are made small and are surrounded by high walls, often rising to 7 or 8 ft., so that from a distance nothing green can be seen, and the whole island looks like a huge stone quarry. And yet it is really very fertile: enormous crops of wheat are raised, Maltese potatoes are famous, and there are fields of a fine species of clover, *Hedysarum coronarium* called *sulla*. Many oranges and lemons are also grown, but as the trees are carefully protected by walls, one may pass from one end of the island to the other without becoming aware of their existence. The most common tree is the kharoub, *Ceratonia siliqua*; this forms round masses 10 to 15 ft. high, with twice that diameter, the branches twisting in every direction and touching the ground all round. Many of these overgrown bushes seem to be of great age, and bear large crops of the bean, which is valuable as food for cattle. Figs, pomegranates, peaches, grapes, and melons, are excellent; and after these, strawberries, apples, pears, apricots, plums, and Japanese medlars (*nespoli*, also called *loquots*).

The temperature varies during the three hottest months of July, August, and September, from 76° to 86° Fahr., and in January from 50° to 60°; below this it rarely falls. The sense of heat depends, however, more on the particular wind blowing than upon the actual temperature. The sirocco coming from the S.E. is especially enervating. It is most prevalent in September and October. The winter may be regarded as somewhat equivalent to an English October, but far more sunny. Snow and frost are unknown. As it is, the climate must rank between that of the S. of France or Italy, and Egypt.

The average rainfall is 20 inches a year.

Malta, from her commanding situation between Europe, Asia, and Africa, and her magnificent harbours, was from the earliest times a position of the greatest importance. According

to tradition the earliest settlement was connected with the expulsion of the Phœnicians from Canaan by Joshua. A colony of Greeks settled here about 700 B.C., and seemed to have lived in harmony with the older inhabitants. The Carthaginians conquered both in 480 B.C., and in 216 B.C. the island was taken possession of by the Romans.

In A.D. 399 it became part of the Empire of the East, and remained under the Byzantine Emperors till A.D. 870, when it was conquered by the Abbasside Califs, then masters of the greater part of Spain, the southern part of France, Italy and Sicily. Count Robert the Norman, after delivering the last-mentioned island from the Arabs, came to the rescue of Malta.

But the most interesting part of its history lies in the 268 years during which it was subject to the Knights of St. John, or Knights Hospitallers as they were frequently called. A few merchants from Amalfi obtained permission from the Caliph to found a hospital and chapel at Jerusalem for the use of poor and sick pilgrims to the Holy Sepulchre. These were dedicated first to St. John the Almoner, and shortly afterwards to St. John the Baptist. Peter Gerard was the first rector of the hospital, but after the capture of Jerusalem by Godfrey de Bouillon in A.D. 1099, and the death of Gerard in 1118, this originally humble institution expanded into one of the most famous Orders of mediæval chivalry. The new rector, Raymond du Puy, "proposed to convert his peaceful fraternity into a band of warrior monks, who, without abandoning either their vows or principles, should add thereto the further obligation of combating on behalf of their faith." The King of Jerusalem approved, Papal sanction was obtained, princes and nobles bestowed lands and money, "and before many years had passed, the white cross banner of the Order of St. John had waved over many a field of strife, and had spread terror and dismay amidst the ranks of many an infidel host." The Order comprised three classes, the "Knights

of Justice," the "Chaplains," and the "Serving Brothers;" the latter were either esquires aspiring to obtain the accolade, or servants in a menial capacity. The rector was termed the Grand Master, and "Commanderies" were formed all over Europe, stimulating zeal, and regulating the finances of the Order. Garnier, the 8th and only English Grand Master, fell in A.D. 1187, at the fatal barrier of Tiberias, which resulted in Salah ed-din's gaining possession of Jerusalem. In 1191, Richard Cœur de Lion established the Order in Acre, where they remained nearly a hundred years, under 12 Grand Masters. On Acre being taken by the Sultan Khalil, they sought refuge in Cyprus, in A.D. 1291. In 1310, the Grand Master Fulke de Villaret, after a struggle of 4 yrs., seized the island of Rhodes, and established the Order there. It was at this period that the Order was divided into nationalities, or "languages," at first seven in number, subsequently eight. The attack of Sultan Mohammed II. on Rhodes in 1480, and the successful defence by the Grand Master, Peter D'Aubusson, only roused Solymán the Magnificent to greater efforts to expel the knights. In 1523 L'Isle Adam was forced, after an heroic and lengthened defence, to yield the island to the Turks on honourable conditions. For 216 years under nineteen Grand Masters, Rhodes had been the home of the knights, but though they were finally compelled to surrender it, the defence had been against such desperate odds that their reputation for gallantry and courage was rather increased, and caused Charles V. to exclaim, "There has been nothing so well lost in the world as Rhodes." After seven years of wandering, the history of the Knights of St. John becomes identical with that of Malta.

In the year 1530, Charles V. made over Malta and its dependencies, in perpetual sovereignty, to the Order. This deed is dated 24th March, and is preserved in the armoury of the Palace. L'Isle Adam arrived on the 26th October, and was received by the Maltese at first with some fear, but

afterwards with enthusiasm. St. Angelo was the only fort; this was speedily strengthened, and St. Elmo on the extreme seaboard of Mount Sceberras, and Senglea, called after the Grand Master, Claude de la Sengle, were soon added to the fortifications. Turkish efforts to expel the knights had been made in 1546 and 1551, and had both failed. It was in the year 1565 that the Porte made its greatest and final effort to obtain possession of the island. John de la Vallette was the Grand Master. The invading fleet consisted of 138 vessels, and 38,000 soldiers: which was increased shortly afterwards by the arrival of the corsair Dragut, with a considerable force. The siege lasted from the 18th of May till the 8th of September, and is admirably described by Colonel Porter, R.E., in his history of the Knights. The contest was marked on both sides by the utmost skill, patience and valour. The Castle of St. Elmo, which was the first fort attacked, was taken after a long and desperate defence. But all the efforts of the Turks were unavailing against the other forts; and at last, after the arrival of a succouring force from Sicily, long withheld and much needed, they withdrew, and re-embarked but 10,000 men out of fully 40,000 who had been engaged in the siege, one of the most memorable in the annals of warfare: while of the 9000 under La Vallette but 600 were left capable of bearing arms. Well nigh crushed, the Knights became by their tenacity and invincible courage the heroes of Christendom. The activity and foresight of the Grand Master were not relaxed. He commenced a new city on the promontory of Mount Sceberras, fortifying it with the aid of the best engineers of Europe. The Knights removed to their new city in 1571, and called it Valletta after its heroic founder. Successive Grand Masters strengthened its fortifications, and added yet others; the Floriana enceinte, the Margarita, and Cotonera lines, Lower St. Elmo, Forts Ricasoli, Manoel, and Tigné; all supporting one another, and forming one gigantic line of defence, which may probably

be regarded as the strongest specimen of the old system of fortifications in the world. Many distinguished men held the Grandmastership, and not the least among them was Emmanuel de Rohan, the last head of the Order but one, elected in A.D. 1775, who organized a battalion of infantry, revised the municipal laws, and strengthened the foreign policy of the Order. Before his death, however, French revolutionists had seized the possessions of the Order in France, two-thirds of their whole revenue.

The final disaster which befel the knights was delayed till the year 1798, when Hompesth was Grand Master. The French under General Bonaparte obtained such easy possession of Valletta that General Caffarelli exclaimed, "It is well one was within to open the gates to us, we should else have had some difficulty in entering, had the place been altogether empty." The French soon made themselves odious to the people, chiefly through their unsparring policy of pillaging the churches and charitable institutions. A popular insurrection took place headed by Canon Caruana, afterwards Bishop of Malta; and General Vau-bois, who was left in command, was obliged to retire within the lines. Lord Nelson left Captain Ball (soon elected by the Maltese as President of their National Council) to aid the inhabitants, and blockade the harbours. Four English regiments, under Major-General Pigot, subsequently assisted the Maltese in a siege which lasted exactly two years, and ended in the surrender of the French from famine on the 5th of September, 1800.

It was the delay in restoring Malta to the Knights of St. John that occasioned the rupture of the Peace of Amiens in 1802. English Civil Commissioners, Sir C. Cameron, Sir A. Ball, Sir H. Oakes, and Sir T. Maitland, were successively entrusted with the government of the Island, until its final transference to England, with the approval of Europe, at the Treaty of Paris in 1814—the seventh Article, signed on the 30th of May, being as follows: "The Island of Malta, with

its dependencies, will appertain in full authority and sovereignty to His Britannic Majesty." From that date the inhabitants have enjoyed all the rights and privileges of English subjects. Sir Thomas Maitland, who arrived in Malta in 1813, was the most absolute and the most respected of all the Governors of Malta. "King Tom," as he was familiarly called, by prompt and energetic measures wisely put an end to radical intrigues and introduced valuable reforms, especially as regarded the administration of justice. His death occurred in 1824. He was succeeded by the Marquis of Hastings, who died in 1826, and is buried under the cavalier of St. John. Sir Frederick Pousohby was his successor. During his administration a council was formed of seven members to assist him in the Government, four of whom were Englishmen holding office, and three were unofficial members selected by the Governor. Sir Frederick remained in Malta, except during temporary absence, for nine years. Constant efforts were made to force the authorities in England to grant the Maltese a more liberal form of government, and the Colonial Office sent out two Commissioners, Mr. J. Austin and Sir G. C. Lewis, in the year 1836. The commission resulted in various minor alterations in the local administration, and the system of education was revised. Sir Henry Bouverie became Governor in 1836, and paid great attention to various practical matters, such as the construction of roads and the drainage of the great harbour. It was during his administration that the Dowager Queen Adelaide paid Malta a visit, and remained three months. Sir Henry resigned in 1841, but was reappointed, to the great satisfaction of the Maltese; ill-health, however, compelled him to retire in 1843. Sir Patrick Stuart succeeded him; and in 1847, Mr. R. More O'Ferrall who was the first *civil* Governor. In 1849 Her Majesty's Government sent out new letters-patent, reforming the Council, in future to consist of eighteen members, ten of whom were to hold offices under Government and eight to be

elected by the people every five years. Under this form of government Malta has continued. One of the first acts of the new Council was once more to revise the Penal Code. Mr. O'Ferrall resigned in 1851, and was succeeded by Sir William Reid, who had been Governor of Bermuda, and was well known in the scientific world as the discoverer of the Circular Theory of Storms. Sir William remained Governor throughout the Crimean War, and resigned on the score of health in the year 1858. He was succeeded by Sir John Gaspard Le Marchant, who again united in himself the two offices of Civil Governor and Commander-in-Chief of the troops. The water supply—the planting of trees—the improvement of roads—the investigation into the condition of hospitals—the erection of a good market—the concentration of public offices—the embellishment of the palace—the deepening of the great harbour—the extension of the electric telegraph—the erection of Pembroke Barracks—and the building of a new opera house are amongst Sir Gaspard's many works, and will leave upon the island the impress of his strong, able and successful administration. He was succeeded temporarily by Major-Gen. Ridley, and then by Sir Henry Storks in 1864, who left for Jamaica in the following year. He returned for a few months, and was followed by Sir Patrick Grant in 1867, who retired in 1872, and was succeeded by Sir Charles T. van Straubenzee, G.C.B., whose term of office expired in 1878.

The present governor is General Sir Arthur Borton, K.C.B.

The Maltese Islands must be regarded as fragments upheaved of the sea-bottom which connected Europe with Africa. The rock formations belong to the Eocene period. "The deposits arrange themselves," according to Dr. Adams, "from above downwards, as follows:—1. Upper Limestone. 2. Sand. 3. Marl. 4. Calcareous Sandstone. 5. Lower Limestone." and he points out two or three spots, where the position of the beds

may be best noted.* For a list of fossil remains discovered, the geologist is referred to appendices in 'Malta, Past and Present,' by the Rev. H. Seddall, and to an appendix in Dr. Adams' valuable work, as also for the living species, both of fish and birds. With reference to the latter, Mr. C. A. Wright, in his interesting contributions to the *Ibis*, raised the total number of species observed in Malta to 268, and has since discovered 5 more, altogether 50 more than had been observed 30 years ago in the catalogue published by Mr. Schembri. Mr. Wright states that only 10 or 12 species remain here all the year round, Malta being merely a resting-place in their periodical migrations across the Mediterranean. The winter birds are far more numerous than the summer ones, owing to the more inviting condition of the country, also of course to the migration from Africa taking place in the early spring, and the return journey in October, when Europe begins to be too chilly for the more delicate species.

The indigenous vegetation of these islands, situated as they are in mid-channel, between Sicily and N. Africa, partakes somewhat of the character of each, but is chiefly related to that of Sicily. The population, however, is so dense and the cultivation so thorough that there is very little waste ground, or much variety of vegetation. The families most largely represented are the *Papilionaceæ*, the *Graminææ*, and the *Compositæ*, and several beautiful orchids may be found in greater or less abundance. When the hot dry summer is over, and the October rains have set in, a few species begin to flower, and from that time the number increases until the month of May, when the flora season may be said to have reached its climax. Many rare and interesting plants are to be found in different parts of the islands, especially in Gozo, which for geological reasons is on the whole more fertile than Malta. There is one remarkable-looking plant, the *Centaurea*

* 'Notes of a Naturalist in the Nile Valley and Malta.' By Dr. A. L. Adams. P. 123.

crassifolia, which has not as yet been found elsewhere; it grows on the steep cliffs facing the S., and has much the appearance of a *sempervivum* at a little distance; it flowers in May. The Fungus rock (*Hagrat General*) at the entrance of Cala Dueyra, on the W. coast of Gozo, is one of the few localities for the curious parasite *Cynomorium coccineum*. On the walls of Valletta, and in most of the rocky valleys, the *Orsinia camphorata* is to be found; it occurs also in the island of Lampedusa. The plant is very viscous, and smells strongly of camphor. Others of the rarer species are as follows:—*Euphorbia melitensis* and *melapetala*; *Fagonia cretica*; *Hypericum ægyptiacum*; *Orchis undulatifolia* and *saccata*; *Ophrys speculum tenthredinifera* and *lunulata*; *Scelopendrium hemionitis*, &c. A catalogue of the Maltese flowering plants was compiled by Dr. G. Delicata, professor of Natural Philosophy at the University of Malta, subsequent to the descriptive list of Zerapha. Professor Dr. G. Gulia has published a more complete and extensive catalogue since.

On the 31st of December, 1878, the population of Malta, Gozo, and Comino, amounted to 152,553, exclusive of the military and naval forces. Of these 76,040 were males, and 76,513 were females, the increase of population during the preceding decade being 11,233, and it is now calculated that the yearly increase is at the rate of 1100. This number, large as it is, constitutes but a small portion of the Maltese race, which has spread all over the Mediterranean, and always preserves its language and national peculiarity. 61,191 of the entire number are centred in Valletta and its suburbs included within the Cotonera and Floriana lines. Gozo and Comino contributed 18,947 to the above aggregate. About 10,000 Maltese could speak a very little English, and about 16,000 a little Italian, when the census was taken in 1871.

Almost the entire native population is Roman Catholic. The clergy

(regular and secular) numbered 1140; exclusive of the Jesuits, who were returned as being 61 in number, but owing to political events elsewhere their number has increased since 1871.

It has long been disputed whether the language of Malta is a remnant of the Phœnician one, or a mere corrupted form of Arabic, bequeathed by the Saracens during the 200 years of their rule in the island. The truth probably lies between the two theories.

At present the official language is Italian, which is quite foreign to the natives. It appears inexplicable that after so many years of British rule no serious attempt should have been made to introduce our own language, especially as the more enlightened part of the Maltese are in favour of its being placed at least on the same footing as the Italian.

Education has proved one of the burning questions of late years. The entire number of students and pupils of all classes was returned as being 10,424. Of these, 7235 were receiving instruction at the Government primary schools, and 2108 in private schools. The higher University and Lyceum education is afforded to 696 students, and the remainder are accounted for by ecclesiastical and conventual schools.

The Knights of St. John introduced a code of laws based on that of the Roman and canon law. This was revised by the Grand Masters Manoel de Vilhena and De Rohan; and was afterwards modified by successive British governors, and by the local legislature, and confirmed by the sovereign. Trial by jury was introduced in certain criminal cases in 1829; its scope was extended in 1844; and since 1855 it has been applied to all crimes. From the civil law courts there lies an appeal to Her Majesty in Council.

There are no direct taxes in Malta; the revenue being derived from rents on Crown property, duties on imports, customs, tonnage dues, licences, &c. These, and the corresponding expenditure, generally vary between 150,000*l.* and 180,000*l.* per annum.

a. VALLETTA.

The P. and O. steamers anchor in the Quarantine Harbour. Boat fare from P. and O. steamer to Marsamuscetto steps, 6d., or between an hour after sunset till sunrise, 9d. The visitor will land at the Marsamuscetto steps, and thence make his way up the Str. S. Marco, turn to the l. into the Str. Forni, and then to the rt. up the Str. S. Giovanni, which will bring him into the Str. Reale, the backbone of Valletta, and in or near to which are clustered the main objects of interest. The French and Italian mails, the Burns and McIver, Moss, Wilson, and other lines, anchor in the Grand Harbour, and the visitor will land at the Custom House steps; and, turning to the rt., will reach the Str. Reale by ascending the Str. S. Giovanni, and crossing the Mercanti, in front of the Co-Cathedral of S. John. Very convenient little one-horse carriages, called "carroz-zellas," or "four-wheelers," are to be hired in the streets. There is a fixed tariff of fares, but for a "course" inside the town, 6d. is the usual price given.

Should the visitor have 3 clear hours on land between the arrival and departure of the steamer, and wish to see as much as possible in that time of Valletta, his best plan is to take a two-horse carriage (fare for the 3 hrs., 5s. 4d.), or a one-horse (3s. 9d.); and direct the driver to take him to some of the following points of interest, allowing at least an hour for St. John's Church.

Strada Reale.—This is the High Street of Valletta, extending for a mile along the whole length of the summit or ridge of promontory on which the city is built. Inland it is terminated by its gate and guardhouse, the Porta Reale, and at the other end by the fort of S. Elmo. Seven main streets run parallel with it, and eleven cut it at right angles, and reach in straight lines across the promontory from harbour to harbour. The architect employed, and by whom the whole design of the city was carried out, was Gero-

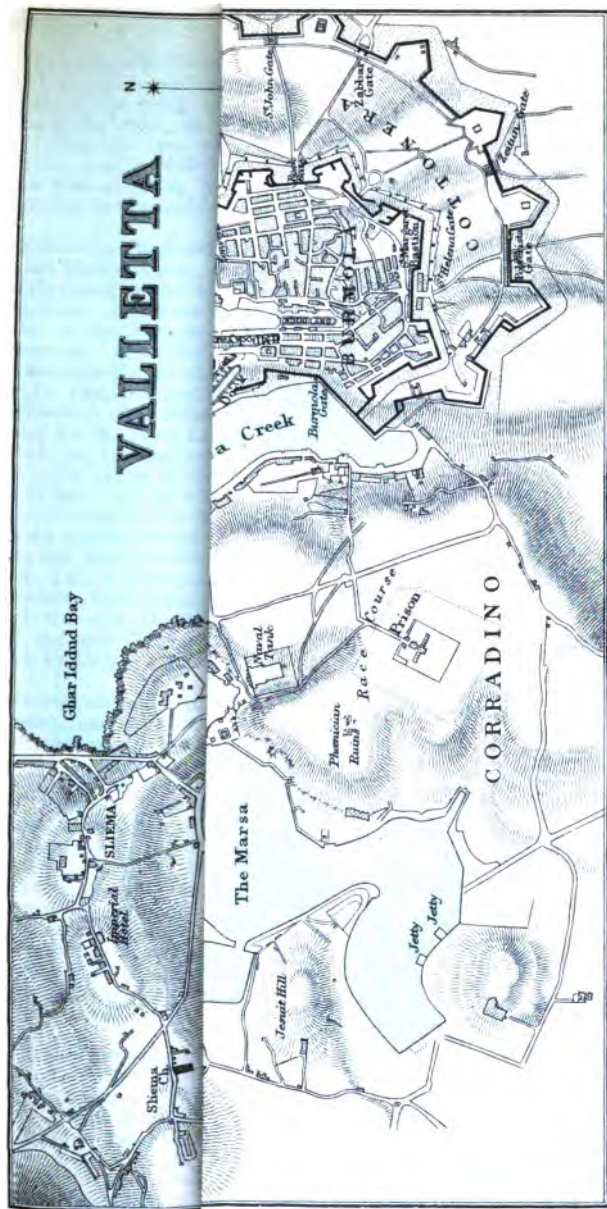
lamo Cassar, the foundation-stone being laid by La Vallette on the 28th March, 1566, and the whole completed under his successor, Pietro de Monte, on the 15th May, 1571.

The *Porta Reale* is adorned with statues of L'Isle Adam and La Vallette, and faces the drawbridge which crosses the ditch reaching from the Quarantine to the Great Harbour, and cutting off all communication. This ditch is 950 yds. long, 55 ft. deep, and 30 wide.

Descending the Str. Reale, the first thing we notice, immediately on the rt., is the *Opera House*, built in 1864, partially destroyed by fire in 1873, and subsequently rebuilt. Mr. C. Barry was the architect, and on it the Government spent about 80,000*l.* It is open from October to May.

About one hundred yards below this, and on the l. of the street, is the ancient *Auberge de Provence*, now the Union Club. A little farther on, on the rt., approached through an open space, planted with trees, is one of the chief glories of Valletta—

The *Church of St. John.*—This church is remarkable alike for its historical associations, its architectural proportions, its richness of decoration, and for the wonderful diversity of its treasures, in monuments, tapestries, pictures, relics, ornaments, &c. Gerolamo Cassar, a Maltese, was the architect employed by the Grand Master De la Cassiere, and the first stone was laid in 1573. Five years afterwards it was so far completed that on the 20th Feb. 1578 the ch. was consecrated by Ludovico de Torres, Archbishop of Monreale in Sicily, the see of Malta being at that time vacant. The example of Cassiere was followed by his successors, and the ch., embellished by the zeal, almost rivalry, of the various Grand Masters, and further enriched by the "groja," or present which every knight was bound by statute to make on promotion, that of the Grand Master being limited to 50 oz. of gold, and also by numerous gifts from indi-



Edw^d Waller

London, John Murray, Albemarle St.

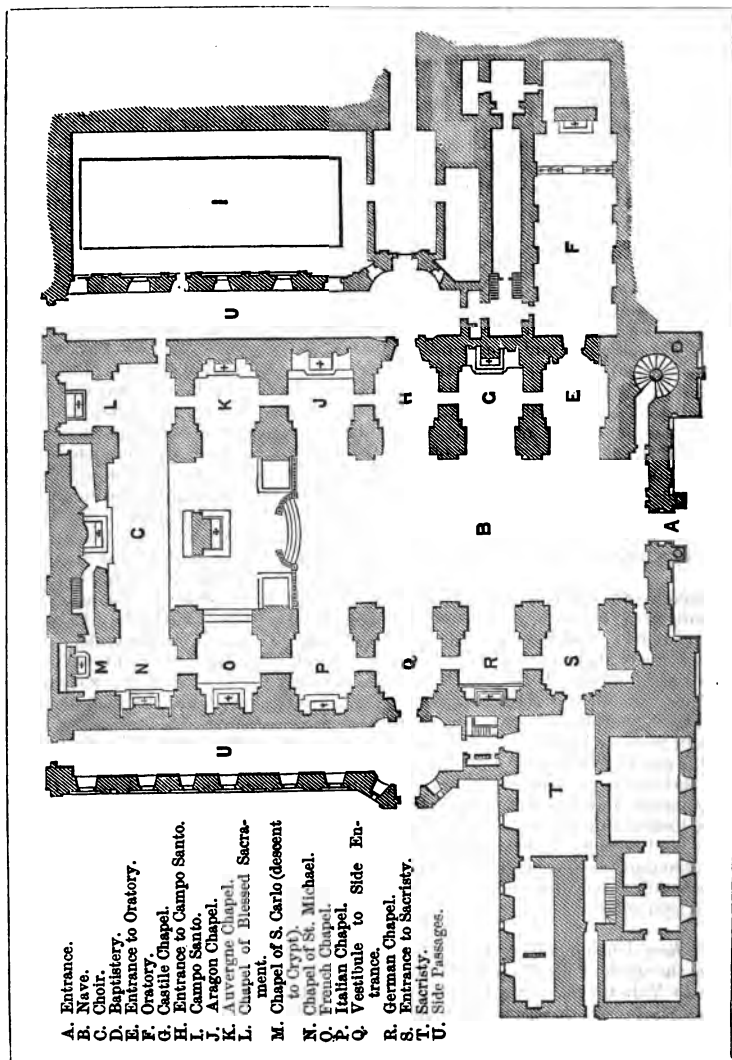
viduals, has now become, from pavement to roof, a general object of interest. From being served by chaplains of the Order, it was allowed to pass into the care of the Diocesan Chapter, and is called a co-cathedral with that at Città Vecchia, though belonging to Government.

Exterior.—The façade is surmounted by the Maltese Cross, of eight points, the cherished symbol of the Knights of Jerusalem. Below the cross is a bronze statue of the Saviour, by Algardi, a Bolognese. Over the chief entrance are the coats of arms of the Grand Master La Cassiere, and of Torres, the Archbishop of Monreale, who consecrated the ch. Two Latin inscriptions record the erection and consecration, and in the centre is the escutcheon of the Order. The façade is flanked by two bell-towers, containing seven bells for the announcement of public worship, and three for the striking of the clock. This is of singular construction: it contains three faces, marking respectively the hour, the day of the month, and the day of the week, and was made by Clerici, a Maltese.

Interior.—On entering, the pavement presents, from its historical mementoes, a deep interest; and from the richness and variety of its colouring a gorgeous and striking effect. It contains about 400 large sepulchral slabs, composed of valuable marbles of every hue, laid down in memory of the long succession of noble and knightly dead, and adorned with their coats of arms, heraldic emblemmations, military and naval trophies, instruments of music and war, mitres and croziers, figures of angels, crowns and palms of martyrs, grotesque representations of skeletons, and other quaint symbols.

The Roof demands especial attention. It was the work of *Matthias Preti*, who came to Valletta on the invitation of Grand Master De Redin in 1661, and continued to reside there till his death in 1699. During this long period he devoted his time and talents to the pictorial decoration of this ch., parti-

cularly encouraged by the patronage of the princely-minded Grand Master Nicholas Cotoner. The pictures on the roof are in oil, laid on the stones themselves, after being specially prepared by Preti for his designs. It is divided into seven compartments, viz., the one narrow zone at the W. end above the gallery, and six other large ones separated by projecting bands of stone sculptured with gilded palm branches. The painting on the W. wall above the gallery represents "Religion," holding the standard of the knights in one hand and a drawn sword in the other. The figures of the two Grand Masters Raphael and Nicholas Cotoner are placed on either side. The roof-paintings on the small arch represent, on the l. side, St. Elizabeth, and below, Raimond du Puys, the second Grand Master; and on the rt. Zacharias, and S. Gerardo, the founder of the Order, below. The painting in the first large zone on the l. represents Zacharias ministering in the Temple; on the rt., the naming of St. John the Baptist. On the summit of the roof, the "Visitation." Within the second large zone, on the l., is St. John pointing out Christ to SS. Andrew and Peter (St. John i. 41), and on the rt. St. John in the wilderness receiving the multitude. In the centre is St. Elizabeth prostrate, and an angel presents her child to the Heavenly Father. The third zone on the l. contains St. John baptising our Lord, and on the rt. his preaching in the desert; in the centre The Father, surrounded by the heavenly host. The fourth zone contains, on the l., the capture of St. John by Herod, and on the rt. the answer he gave to the messengers of the Scribes and Pharisees. The centre represents him giving counsel to the soldiers. The fifth zone represents on the l. St. John reproving Herod, and on the rt., in prison sending disciples to the Messias. The central painting represents Herodias with the Baptist's head in a charger. The sixth and last zone represents, on the l., the Supper of Herod, and the daughter of Herodias dancing. Two evil spirits suggest wicked counsels to her mother. On the rt. is the beheading



PLAN OF CHURCH OF ST. JOHN OF JERUSALEM.

of the Baptist. In the summit is a Chorus of Angels. This series finds its final triumph in the apse, which represents St. John with the ensign of the Order held triumphantly in his hand, and kneeling before the emblems of the "Holy and Blessed Trinity." These zones further contain at each corner twenty-four figures of martyrs, illustrating the history of the Order. The shortest description of this splendid roof would be imperfect without a notice of the special peculiarity of the artist. Matthias Preti excels in the "Sotto in Su," or that just appreciation of perspective, which enables the spectator looking upwards to see the figures as if standing out from the flat ceiling in bold relief, and in the most lifelike proportions. These paintings were restored during the administration of Sir Patrick Grant, and the pavement under that of Sir H. Bouverie.

The general plan of the ch. consists of a choir and apse, nave and 2 aisles, the latter being divided into chapels, one of which was formerly assigned to each of the various "languages" of the Order. The length is 187 feet, breadth of nave 50, or, including side-chapels, 118. The total height is 63 feet. The walls, inlaid by Grand Master Nicholas Cotoner with slabs of green marble, bear in relief the crosses of consecration and the arms of their donor.

At the entrance stand 2 marble vessels for holy water, presented in 1641, and a marble font brought in 1643 from the Church of Vittoria, near the Auberge de Castile, the first church built by La Vallette, and covering, as is reported, the stone laid by him at the foundation of the city.

Immediately to the right of the great W. doorway, is the entrance (E) to the large Chapel of the "Decollation of St. John" or "Oratory" (F), containing 3 pictures by Favray. This fine chapel was built by Grand Master Vignacourt, in 1603, for the instruction of the novices of the Order. The great picture behind the altar was painted in 1609 by M. A. Caravaggio, and is by far the finest in the church. It represents the

beheading of the Baptist. All the remaining pictures are by Preti, those on the roof being especially good. The altar is formed of valuable marbles, surmounted with a group of the Crucifixion. Over it is a splendid *monstrance*, in which was formerly preserved the most celebrated *Relic* of this church, viz., the reputed right hand of St. John the Baptist. It was said to have been brought from Antioch to Constantinople by the Emperor Justinian, who built a church expressly for its reception. Shortly after the capture of Constantinople by the Turks, the Sultan Bajazet gave it to the Grand Master D'Aubusson at Rhodes, from whence it was brought to Malta by L'Isle Adam. It was encased in an arm or glove of gold, which was richly set with gems. By the side of the hand, amongst other offerings, was a fine solitaire. Napoleon put the ring on his own finger, and Hompesch carried the hand away with him, and presented it to Paul I., Emperor of Russia. It is still jealously preserved in the Winter Palace at St. Petersburg. This chapel also contains the splendid tapestries with which the church is adorned from the fête of Corpus Christi to that of SS. Peter and Paul. They were by Devos Frères, from Brussels, and the gift of the Grand Master Perellos. They are said to have cost 6000*l*. They were captured by the Moors during their transit to Malta, and ransomed at their full value.

Proceeding up the S. aisle, the first side-chapel (G) is dedicated to St. James, and allotted to the language of Castile. The monument of the Grand Master Manoel de Vilhena is a splendid specimen of bronze workmanship. The group in front commemorates the erection of Fort Manoel. Notice the weapons then in use. Vilhena died Dec. 12, 1736. The other monument of Grand Master Pinto (who died Jan. 24, 1753) has a mosaic portrait admirably executed. The arms of Cassiere, with his emblem, a lion, are painted on the cupola, as is the case in most of these chapels. The entrance beyond this (H) leads to the *Campo Santo* (I), where were deposited the remains of

many heroes of the Order. A plain stone slab, with a pyramid in the centre, commemorates these.

The second side-chapel (j) is dedicated to St. George, and was allotted to the language of Aragon. The altar was the gift of Grand Master Raymond Despuig, whose bust and arms are placed near it. Within the gilded grating is placed the body of S. Fidele, presented by the same Grand Master, and obtained by him from Pope Clement XII. The tabernacle contains the relic of another saint. Notice the painting in front, with miniature likeness, in the right-hand corner, of Grand Master Perellos. This chapel also contains monuments to Grand Masters, Martin Redin, the two Cotoners, and Perellos, all well worthy of inspection. The monuments of Perellos and of N. Cotoner, amongst the finest in the ch., were executed at Rome, in the studio of Bernini, in which the Maltese sculptor Melchior Gafa was a pupil. The allegorical figures of Africa and Asia, which are copies from the celebrated bronze originals of Giovanni di Bologna, support an admirably executed figure of Fame, though too much after the Bernini school. Nicholas Cotoner was a great benefactor to the church in many ways, and it is to him, as the steadfast patron of Preti, that the credit of bringing it to a state of decorative completeness belongs.

The next chapel (k) is dedicated to S. Sebastian, and allotted to the language of Auvergne. The walls are covered with crowned fleur-de-lys and crowned dolphins alternately. The portrait of the saint is by Paladino. The single tomb is to the memory of De Gessan.

The chapel (l) on the S. side of the choir is dedicated to the Most Blessed Sacrament, or to the "Lady of Philermos." This latter title was given because the chapel formerly contained a picture on wood of the Blessed Virgin, said to have been painted by St. Luke. This, too, like the hand of St. John, was taken by Grand Master Hompesch to St. Petersburg. The tabernacle of silver was the gift of a former Bishop

of Malta; the silver rails were given in 1752 by the Bailiff Guerana and the Knight De la Salle as votive offering of one-fifth of their personal property, and are valued at 800*l*. The silver tablets record the history of the ancient keys suspended over them. They are those of Patras and Lepanto, and of Hammamet, a city in Tunis which was taken in 1603 by the fleet of the Order.

The Choir (c). The marble altar at the extremity of the apse, with boldly executed reredos in bronze, was the gift of Grand Master Perellos. Over the altar is a really good little painting of the Tuscan school. The high altar was designed at Rome by Bernini, at the cost of about 4500*l*., and is formed of lapis lazuli, and other costly marbles. The six large silver candlesticks were presented by one of the priors: and the handsome silver lamp by a bailiff in 1689. The choir affords a good specimen of decorated woodwork. The 56 seats on either side of the choir with their "misereres" and the pulpit, were erected in 1598 by Grand Master Garzes. Notice the ancient desk and chest for the reading and keeping the divine books. These, 24 in number, and of much interest, are now kept in the sacristy. They were originally presented by L'Isle Adam to a church in the Borgo. The two reading-desks in bronze were the gift of Francis, Prior of Lotharingia. The two organs were first erected in 1661, and improved in 1704 and 1860. The *Crypt* under the choir is called the Chapel of the Crucifixion. It contains the ashes of 12 Grand Masters, of whom L'Isle Adam and La Vallette claim most attention. These were opened during the visit of Queen Adelaide, and found to be embalmed. Also of Sir Oliver Starkey, La Vallette's faithful secretary, one of the three Englishmen present at the great siege, and last Turcopolier of that language. The inscription on the tomb of La Vallette is from his pen.

Again ascending, the chapel on the right (m) is dedicated to S. Carlo, and in the two handsome reliquaries over the altar are deposited the majority of

the *sacred relics*: a list of which is suspended on the wall. The most noteworthy of these are a thorn from the crown placed on the head of our Lord—a fragment of the sacred cradle in which Our Lord lay (said to be in Sta. Maria Maggiore at Rome)—one of the stones with which St. Stephen was stoned—the right foot of Lazarus—some of the bones of Thomas à Becket—and portions of three of the Apostles, &c. The Crucifix over the altar is said to have been made from the basin used by Our Lord when He washed the Apostles' feet. The statue in wood of the Baptist was anciently attached to the stern of the great galley of the Grand Master. The rails are of Corinthian brass. At the creation of the new "language" of the Anglo-Bavière in 1784, this chapel was allotted to it by Grand Master de Rohan.

The Chapel of St. Michael (N) (within the rails) was allotted to the language of Provence. Its tabernacle contains a piece of the true cross. The picture over the altar is a copy of Guido Reni's celebrated one in the Church of the Cappuccini at Rome. This chapel contains the remains of two Grand Masters, De Paul and Lascaris.

The first side-chapel (O) westward on leaving the choir is that of St. Paul, allotted to the language of France. It contains four monuments: to Grand Master Vignacourt, and his brother John; to Grand Master de Rohan, who died in 1797, and one to the Comte de Beaujolais, a brother of Louis Philippe, by whom this very beautiful monument was erected.

The next chapel (P), that of St. Catherine, was allotted to Italy. The decorations of the altar are elaborate: and there are relics of St. Catherine and the body of St. Euphemia. There is a handsome monument to Grand Master Caraffa, who died in 1690; and two very good pictures of SS. Gerolamo, and the Magdalen by Caravaggio.

Passing through the next vestibule (Q), forming a side entrance to St. John's, we enter the Chapel of the Magi (R), allotted to the language of Germany. This is marked by extreme simplicity.

[Mediterranean.]

Beyond this the entrance (S) to the sacristy contains five pictures on canvas, but is most noteworthy as containing the *Tomb of Preti*, whose fame will endure as long as the ch. remains. His epitaph describes him as "painting for eternity rather than for time," as was written of an ancient Greek artist.

The spacious *Sacristy* (T) contains 15 pictures. In the smaller room is an ancient painting on wood, said to have been brought from Rhodes.

The Chapter enjoy several distinctions. On great festivals all wear mitres, with the pectoral cross, as is the case at Benevento, and one or two other places in Italy. Their treasury, despite French robbery, is still rich in valuable antiques—crosses, pixes, jewels, vessels of gold and silver.

Quitting the ch., and again descending the Strada Reale, a short distance farther on is the *Auberge d'Auvergne*, now used as the *Courts of Justice*. Near to this is the former treasury of the Knights. Opposite is a garden, round two sides of which runs the arcade. From this we ascend to the

PUBLIC LIBRARY, which had its origin in the Bailiff Louis de Tencin, who left it his collection of books, which was subsequently enlarged from the libraries of many of the knights. The present building was erected by Grand Master de Rohan in 1784, and was made a public library by Sir H. Oakes in 1811. It is open from 9 A.M. till 3 P.M., and books may be taken out on application to the Librarian. It is under the management of a committee, appointed yearly by Government, and contains about 47,000 vols. and MSS.

Attached to the library is a *Museum*, containing chiefly antiquities found in Malta and Gozo. Amongst the principal objects may be mentioned a Phœnician Cippus of Salino marble, with inscription—sarcophagus—seven stone figures from the ruins of Hagiar Khem—a statue of Hercules in marble—a torso of Diana—an altar of Proserpine—a wolf suckling Romulus and Remus, discovered at Gozo, marble—an alto-relievo of two female figures, Tullia, the daughter of Cicero, and

Claudia, wife of Cæcilius Metellus, whose daughter's tomb is so well known on the Via Appia, marble, but of inferior workmanship, and probably not originals—a bust in alto-relievo of Zenobia, Queen of Palmyra—a Norman capital from an old well in the Borgo—a piece of the tabernacle from the choir of the Church of the Knights at Rhodes, presented by Lord Clarence Paget—with many Roman jugs, tazze, urns, and lacrymatories.

Almost adjoining, and on the same, the S. side of the street, is the *Governor's Palace*, formerly the residence of the Grand Masters. This forms one side of St. George's or the Palace Square, and is itself divided into two courts. These are planted with orange-trees, Euphorbia, Hibiscus, &c., and the walls are covered with beautiful creepers, especially the brilliant Bougainvillea. The government offices on the ground floor form a part of this noble range of buildings, which is the principal residence of the Governors of Malta. The marble staircase was laid down in 1866; and is an exact counterpart of the former stone one, which was constructed so that the Grand Master could be carried up in his lettica, or state chair. A striking feature of the palace are the *Corridors*, paved with marble, the walls ornamented with portraits and a series of figures of men-at-arms in full armour, with their shields and armorial bearings arranged in chronological order from the days of the Crusades down to the present English Governor. The lunettes contain pictures representing the exploits of the galleys and ships of the Order. The *Armoury* is a splendid room, filled with trophies and specimens of ancient arms, and at intervals are ranged the majolica vases once used in the pharmacy of the knights. In the five cases in the centre are preserved the original Bull of Paschal II., founding the Order—the original grant of Malta to the Knights by Charles V.—the silver trumpet which sounded the retreat of the knights from Rhodes—the sword, axe, and surcoat of Dragut, the second in

command of the Turkish army in the siege of 1565—and the batons of Grand Masters La Vallette, A.D. 1565, and Vignacourt, A.D. 1606.

The *COUNCIL CHAMBER* is hung with tapestry made at Brussels by Devos Frères, manufacturers to Louis XIV., and purchased, like that in St. John's, by the Grand Master Perellos, A.D. 1713. It illustrates the scenery, natural productions, and customs of India, Africa, and South America.

The Dining-room contains ten portraits. One of Grand Master Vignacourt is by *Caravaggio*, and those of George IV. and Victoria are after Sir T. Lawrence and Winterhalter.

The *HALL OF SS. MICHAEL AND GEORGE* serves the double purpose of a throne- and ball-room. It is so called because the investiture of the members of the "Most Distinguished Order of SS. Michael and George" was held here. This Order was created by Royal Mandate 27th April 1818, and was confined to residents in Malta and the Ionian Isles. It is now extended to the British Colonies generally.

The private apartments are ornamented with frescoes commemorative of the earlier history of the Order of St. John, and with many oil paintings.

The Palace is surmounted by a lofty square tower, erected as an observatory by Grand Master de Rohan, and now used as a station for signalling the arrival of ships.

The clock placed in the interior court is worthy of notice. Quaint Moorish figures strike with hammers the bells for the quarters and the hours. There is a tradition that it was brought by the knights from Rhodes. The *Status of Neptune*, in the Prince of Wales' Court, is by the celebrated *John of Bologna*. It was removed from the fish market to its present site by Sir G. Le Marchant.

Facing the palace is the *Main Guard* and the *Garrison Library*. St. George's Square is the scene of the weekly ceremony of trooping the colours, of the daily retreat and tattoo, and is besides a general rendezvous.

and the centre of the Carnival amusements.

For permission to see the palace and armoury the visitor has only to apply to the porter at the top of the grand staircase.

The Strada Reale terminates in the Fort of St. Elmo. Turning to the left we cross the end of the Strada Stretta, or Narrow Street, which runs parallel to the Reale the whole length of Valletta, and was celebrated as the duelling ground of the knights. "The action which led to this concession" (for the laws against premeditated duelling were most severe) "was, that a combat in this street might be looked upon in the light of a casual encounter, occasioned by a collision in the narrow thoroughfare." Again crossing the end of the Strada Forni, we are close to the *Auberge de Bavière*, the headquarters of the regiment occupying Lower St. Elmo. This was erected by Grand Master E. de Rohan in 1786, and is a handsome building overlooking the entrance to the Quarantine harbour, with a fine courtyard and staircase.

Within, the FORT OF ST. ELMO, the headquarters of the brigade of Royal Artillery, and also of one of the regiments, is one of the most interesting spots in Malta. One of the grandest features in the great siege of 1565 was the heroism shown by the knights who held St. Elmo. The capture of this fort becoming at last inevitable, the few and enfeebled survivors received the Viaticum in their little chapel, embraced one another, and then went forth to the ramparts to die. This chapel was only discovered a few years ago by Col. Montague, R.E., buried beneath surrounding debris. It is approached by the right hand or old entrance to the fort, and lies immediately to the right of the tunnel through the rock, by which you obtain admittance. It consists of one single vaulted bay, with recess for altar and two side oratories. It was re-decorated in the time of Grand Master Lascaris, whose arms, with those of L'Isle Adam and one or two other coats, still remain

in it. The visitor may obtain permission to see it by applying to the sergeant of the Royal Artillery on duty at the guard-room adjoining.

Crossing the St. Elmo granaries, we are at the foot of the Strada Mercanti, which runs parallel to the Strada Reale. On one side is the *Civil Hospital for Incurables*, endowed by an Italian lady, Caterina Scappi, in 1646, with all her possessions, including her silver plate. It used to be confined to women, but is now under Government, thrown open to both sexes, and provides for the maintenance of 250 sick. Close by was the cemetery of the knights. This has been removed, but its contents have been collected into a large crypt, called the *Ossuario*, the walls of which are festooned with human bones.

Opposite to the Hospital for Incurables is the *Orphan Asylum*, in which 150 boys and girls are fed, clothed, and instructed at the public expense, and a Government infant school.

A little higher up is the *Military Hospital*, erected in 1628 by Grand Master Vasconcelos, containing 382 beds. It was added to by Grand Master Perrellos, whose arms (three pears) are incorporated into the design of the central fountain. One room, 480 feet in length, is said to be the longest in Europe.

Continuing up the Str. Mercanti we pass the *University*, founded in 1769, endowed with the confiscated lands of the Jesuits, then expelled from Malta. The present government organization dates from 1839. The Lyceum, for younger students, forms part of the same building, also the Jesuits' Church. Farther on are, the *Monte di Pietà*, a gigantic pawnbroking establishment, under Government control; the *Market*, erected in 1861 by Sir G. le Marchant, and, on the rt., the *Post Office*.

At the top of the hill in the Strada S. Giovanni is a house with a handsome marble doorway in the Str. Mercanti which is worthy of notice,

It was formerly the *CASTELLANIA*, and the pillory still remains on the angle of the building about 12 feet above the street. Other punishments were here inflicted in public, such as the suspension of criminals by the hands. The executioner superintended the carrying out of the punishment from the small window above the pillory, and the rope was fastened to the large iron hook still existing in the wall of the building facing the Str. S. Giovanni.

Still ascending, we reach the *Auberge d'Italie*, now the headquarters of the Royal Engineers. The style of architecture is remarkably simple and pure. Its front is ornamented with a bronze bust of the Grand Master Caraffa, with his coat of arms.

Opposite, on the left side, is a large house, now used as livery stables, which was occupied by Napoleon I. during his stay in Malta, and bears the name of Palazzo Parisi.

Immediately adjoining this is the *Auberge de Castille*, the largest and finest of all the knights' palaces. It forms the joint mess of the Royal Artillery and Engineers. The main entrance facing the granaries is approached by a noble flight of steps, and above the doorway is the marble bust of Grand Master Pinto. The staircase and many of the rooms are very fine. Close to this is the *Upper Barracca*. These arcades were erected as promenades for the knights, A.D. 1661. The view from this, over the Grand Harbour, which gives some idea of the wonderful fortifications of Valletta and its suburbs, is one of the most imposing in Europe. Here there is a monument to Sir Thomas Maitland. Between the Upper Barracca and the Porta Reale is a new gymnasium, admirably fitted for the use of the military.

Many of the best houses in Valletta are in the *Strade Mezzodi* and *Britanica*, such as the *Auberge de France* in the former of these streets, at present the residence of the Deputy-Commissary-General.

Just as we looked down on the Grand Harbour from the Upper Barracca, so from St. Andrew's bastion (at the end of the *Strada Britanica*) we obtain a grand view over Fort Manoel and the Quarantine Harbour. Here is the garrison racquet-court, with excellent dressing and bath rooms. Within this bastion is the memorial column to Sir Frederic Ponsonby, almost destroyed by lightning in 1864. Again, a fine inland view is obtained from the neighbouring bastion of St. John, where there is a monument to the Marquis of Hastings.

A short account of some of the churches most worthy of notice will suffice for the description of Valletta proper.

1. The *Church of Vittoria*, close to the *Auberge de Castille*, is remarkable as the oldest church, used by the knights and workmen during the building of Valletta. It contains two old pictures of St. Anthony Abbot, and St. Anthony Confessor, brought from Rhodes. Here takes place on the 17th Jan. the annual ceremony of blessing the animals.
2. The *Church of S. Paolo*, in the street of that name. It claims to possess a part of the column on which St. Paul was beheaded. Some of the frontals and other ornaments in this church are of great value. The 10th Feb., commemorating St. Paul's shipwreck, is the grand local festival here, with procession, illumination, &c.
3. The *Church of the Jesuits*.
4. The *Church of St. Ursula* in the street of that name. The nuns attached to this were acknowledged as members of the Order of St. John, and still wear the cloak.
5. The *Church of the Augustinian Monastery*, in the *Strada Forni*. The Augustinians conduct a good school for boys.
6. In *S. Maria di Gesù* there is a good painting of St. Ursula by *Guido Reni*. The better paintings in the Maltese churches are generally by either Preti (1663-1698), or by Favray (1680-1708).

SUBURBS OF VALLETTA.

b. Florian.—The Florian fortifications are so called after an Italian engineer, sent by Pope Urban VIII., A.D. 1635. The plan, however, was not carried out till A.D. 1720, under Grand Master Manoel de Vilhena. The main road from the Porta Reale leads to a large open space. On the rt. is the parade-ground, and in the centre of this a small piece is laid down with pozzolana for cricket. On the l. are immense granaries—subterranean pits—in which large stores of grain are kept. The central enclosure was formed into a botanical garden A.D. 1805, by Sir A. J. Ball. Farther on is another garden, called D'Argotti, nearer to the ramparts. At the rt. hand corner of the parade-ground are barracks for one of the regiments; near them is the *Ospizio*, erected 1734 by Grand Master Manoel. It is the home of 700 aged men and women. A portion is also assigned to foundling children; another for a penitentiary; and another part is reserved for female prisoners.

The principal *Civil Hospital*, containing 250 beds, is situated above this *Ospizio*. Two surgeons reside on the premises, and the best physicians in the island superintend. These are supported by the local government, one-sixth of whose revenues is devoted to the maintenance of public charitable institutions. Opposite to this hospital is *S. Calcedonio*, erected in 1751, and called also the *Casa della Madonna di Manresa*. It is used as a seminary and for religious "retreats." A road at this corner leads to the pleasant *Gardens of Ste. Maison*, where one of the military bands occasionally plays. In the extreme eastern angle of the fortifications stands the *Capuchin Convent*, erected by Grand Master Verdala in 1584. There are about 40 monks. The chief attraction to some is the crypt, in which (as elsewhere with this Order) the bodies of the deceased members are dried, and the bones subsequently removed in favour of a successor. Near to this part of the fortifications,

at St. Francis barracks, are the quarters of two companies of Royal Engineers. Returning through the streets of Florian, we find ourselves near the Calcara Gate, which leads down to the Marina, the custom-house, and the usual landing-place of the Grand Harbour.

On the other side of this harbour are the important and crowded suburbs of

c. VITTORIOSA AND SENGLEA.—The usual boat used for crossing is called a *dghaisa* (pronounced *dysa*), gaily painted, and with elevated prows at both ends; they are by no means ugly, and very safe. The rowers stand while propelling the boat. The Mediterranean fleet is generally at anchor in this harbour during the winter, and as all the steamers (except those of the P. and O. Company) and the sailing craft anchor here, this spot is one of the busiest in the south of Europe. On the rt., as we push across, is Senglea Point, and the fort of St. Michael. Beyond is the naval arsenal, and the new dry dock for H.M.'s ships. To the rt. is the naval canteen. Proceeding up the Dockyard Creek between forts St. Michael and St. Angelo, you see the naval dockyard, victualling-yard, the residence of the Port Admiral, the naval bakery, &c.

Fort St. Angelo is the oldest fort in Malta. There was a guardhouse here in the time of the Romans, to which Cicero refers. The Knights found some fortifications here, which they so strengthened as to resist Solymán's army. The chapel near the entrance gateway likewise boasts great antiquity. The inscription on its walls states that it was erected on the expulsion of the Saracens by Roger the Norman in A.D. 1090. It is open for service on the 8th Sept., when mass is said in memory of those who fell in the great siege of 1565.

On the upper platform, near the officers' quarters, is a larger chapel, now used for the service of the English Church, which is interesting as being at once the work and the Tomb

of the illustrious Grand Master *L'Isle Adam*, A.D. 1534. His body was afterwards removed to the crypt of St. John's. The red granite pillar which supports the roof is said to have been part of an adjoining temple of Juno. There is also a tradition that this pillar originally stood in Solomon's Temple, and, after many wanderings, was finally brought from Rhodes by the Knights of St. John, and placed in its present position. Returning by the same steep path, iron gratings and openings in the wall disclose the prisons of the galley-slaves employed by the Knights, the maintenance of which formed a principal item in the expenditure of the Order, even as late as 1778.

The *Church of S. Lorenzo*, near at hand, was founded in the time of Count Roger, was enlarged by the Knights as the Church of their Order, before Valetta was built, and was rebuilt as we see it in 1697. The treasury contains a grand silver processional cross, carried in the procession on St. Lawrence's Day, August 10th; a thurible, said to have been brought from Rhodes; and other antiques.

In the adjoining *Oratory of St. Joseph* the Grand Master and great hero, La Vallette, solemnly deposited the hat and sword he had worn during the siege. The sword has a Toledo blade, of the finest temper and workmanship, with a curiously twisted hilt, originally gilt. The hat is made of felt, with a low crown, and wide circular brim. It is a pity that these are so little known, and comparatively inaccessible to strangers. This town, anciently called the "Borgo," obtained its prouder title of *Vittoriosa* on this occasion from La Vallette.

The *Str. Maggiore*, leading out of the Piazza, brings us to the Inquisitor's Palace. It was erected in 1634 by the Inquisitor, afterwards Pope Alexander VII. One of the few good things which the French did in 1798 was to abolish the tribunal of the Inquisition in Malta. The palace now forms the headquarters of an English regiment. There

are in *Vittoriosa*, the convent of *Sta. Scholastica* for nuns, formerly the Hospital of the Order of St. John, and the Dominican Monastery, opposite their old palace. At the end of the *Str. Maggiore* the gateway leads out to the *Sta. Margarita Hill*, where is situated one of the military school-chapels, and on its summit a nunnery and popular school for girls, under the Bishop of Malta.

Skirting a thickly populated district, called *Burmola*, at the head of the harbour, we reach the *Isola Gate*, which leads into the quarter called *Isola* or *Senglea*.

Senglea is called after Grand Master *De la Sengle*, who fortified it in 1554. The *Str. Vittoria* is a fine wide street, with good houses. On one of the interior walls of a ch. in this street, dedicated to the Nativity of the Blessed Virgin, is a slab recording the title "*Invicta*," given to this town on the expulsion of the Turks. In the *Corradino* district are two prisons, and at *Zabbar Gate* a new military hospital. From this point we may gain an idea of the extent of the *Cotonera* lines, designed by the Grand Master *Nicholas Cotoner*. The plans as originally designed were never completely carried out, but these works have of late years been supplemented by others, and by detached inland forts. These will protect not only *Senglea*, *Burmola* barracks, and *Vittoriosa*, but *Bighi* (where there is an admirable and handsomely built naval hospital) and *Fort Ricasoli*, which guards the entrance to the harbour, the headquarters of another regiment.

d. Silema. — The most frequented drive from Valetta is through *Pietà*, at the head of the *Quarantine Harbour*, by an admirable road on the sea-shore to this fashionable and rapidly-increasing suburb.

The fortifications in this quarter consist of *Fort Manoel*, on an island in the harbour, built by Grand Master *Manoel de Vilhena*, and now occupied by the Royal Artillery; *Fort Tigné*, at the extremity of the mainland (lately strengthened); and a new

fort at Sliema, which mounts heavy guns. Close to this one of the military bands frequently plays. Sliema is considered especially healthy, and by boat is within easy access of Valletta. The beautiful little English church has been mentioned before. The sea-side drive continues to St. Julian's and St. George's bays. At the latter is Pembroke Camp, called after the late Lord Herbert, who was Secretary for War in 1855, when the permanent camp was designed. Beyond this are the military rifle ranges.

e. *Città Vecchia*, more commonly called *Notabile* by the Maltese of the present day.—Independently of its fine situation, *Città Vecchia* is worth seeing for its historical associations. Cicero mentions it as celebrated for its *texturum*, or cotton manufacture, and gives it the name by which the island is now known. The Saracens on their conquest called it *Medina*, or the City. It received the name of *Notabile* from Alphonso the Magnanimous, King of Castille. Lastly, on the completion of Valletta, the inhabitants called it *Città Vecchia*, or the Old City. It is yet a town of stately palaces and crumbling fortifications. Many of its ancient mansions are occupied as convents or seminaries. A drive of 6 m. brings us to the foot of a considerable ascent on the summit of which is the old city. A statue of Juno, and bearing her cognisance of a peacock, is embedded in the main gateway. The *Sanatorium*, a handsome building, ornamented with a bust of Grand Master Manoel de Vilhena, and situated in a quadrangle on the right of the gateway, was formerly used as the courthouse of the *Giurati*, or 3 magistrates of the city. The old dungeons beneath this building are worth visiting, and may be seen on application to the Sergeant of the Army Hospital Corps in charge. After visiting them it is pleasant to breathe the fresher air, and from the roof, or covered corridor, to look down on Malta as a map, and the blue Mediterranean beyond.

traditional origin in the year A.D. 48 during the 3 months' residence of the Apostle. Publius is asserted to have assigned a portion of his own palace as a site for a church, and to have officiated in it as the first bishop. The Norman knights erected a cathedral in the 12th century on this site; but it was entirely destroyed by an earthquake on the 11th Jan. 1693. The first stone of the present cathedral was laid on the 21st May, 1697. It was built by Lorenzo Gafa, a Maltese, and was consecrated in 1703. There is a good façade, flanked by two bell-towers, 126 ft. in height, containing 6 bells. One of these, named *Petrina*, was made in Venice, A.D. 1370, and was rescued from the old church. The church is in the form of a cross, and consists of a choir, transept, nave, and 2 side aisles, with 4 bays or small chapels, and 2 entrances on either side. The S. transept chapel is dedicated to St. Publius. The paintings refer to his baptism by St. Paul, and his martyrdom. This chapel is the burial-place of some of the later bishops of Malta.

The next chapel is known as the *Reliquary Chapel*. The relics can be seen on the 1st Nov., and the contents of the treasury are exposed on Christmas Day, Easter Day, the Conversion of St. Paul, the Festival of St. Peter, and on Corpus Christi Day. In this chapel is a curious picture of St. Paul, of the Byzantine school. Both the altar at the E. end (above which is a good picture by *Sansoferrato*), and also the high altar, are formed of rare marbles. The chief feature of the choir is the wood-work, brought from Catania, and of a very early date. The ancient silver rood cross was brought from Rhodes, and is highly ornamented. The parchment office books are richly illuminated, probably of the 14th centy. The marble pavement of the choir was the gift of the late Bishop Pace Forino. The Chapel of the Blessed Sacrament contains a picture of the Virgin, attributed to St. Luke. The font, of white marble, is a good specimen of 15th-century work, with bas-reliefs of St. Paul, and of the Baptism of our Lord.

The CATHEDRAL OF ST. PAUL, has its

roof was painted by Vincenzo Manno, a Sicilian, in 1794. The treasury contains many valuable crosses and other ornaments, a group in silver of 15 figures, the Virgin and 12 Apostles, SS. John Baptist and Paul. This was redeemed from the French in 1798. These treasures can only be seen by an express permission from the treasurer.

At a short distance from the cathedral are the *Catacombs*, the passages and chambers of which are of the same character as those at Syracuse, being larger than the generality at Rome, but devoid of mural decorations. There is one curious chamber, the roof of which is supported by roughly fluted columns: it is difficult to determine the use of two circular stones, about 4 ft. in diameter, which could scarcely have been used as fonts, though this is not quite impossible. Near the catacombs is the *Grotto of St. Paul*, over which is built a small church. The Apostle is supposed to have lived here during the 3 months he was resident in the island. It is accordingly much venerated, and there is a marble statue of the saint, in the middle of the cave. As we drive towards Verdala Palace we pass 2 convents, one occupied by Augustinians, and the other (conspicuous from Valetta) by Dominicans. The round *Church of Sta. Maria della Virtù*, on a projecting point near at hand, has an ancient crypt, formerly resorted to as a place of pilgrimage in time of war or pestilence. Two miles distant is the *Palace of Verdala*, the coolest of the summer residences of the English governor. It was built by Grand Master Verdala in 1586, repaired by Sir W. Reid, in 1856, and by Sir G. Le Marchant, in 1862. An order from the governor is necessary for admission. Adjoining this is the *Boschetto*, a favourite place for picnics, planted with lemon, orange, and other trees. A mile beyond the Boschetto are the cliffs, overhanging the best coast scenery in the island.

Avoiding Boschetto, we can return by the Palace of the Grand Inquisitor

picturesquely situated amidst orange-trees. The route back lies through *Siggiewi* and *Zebbug*. The high altar in the parish church of this latter Caal is surmounted with silver statues of the four Evangelists; and a life-sized one of S. Philippo d'Argisone is carried in the local processions.

The *Palace of S. Antonio* will be an object for another day's excursion. It was built in 1625, and was the country residence of successive Grand Masters. Here Sir A. Ball lived whilst organising the opposition of the Maltese against the French in 1798, as President of their Congress. It is celebrated for its orange-groves and gardens, the most extensive of which is public. The house is large, the chief feature being the fine gallery which surrounds the main courtyard. It was the residence of the Duke and Duchess of Edinburgh, and here was born, on the 25th Nov. 1876, their daughter, the Princess Victoria Melita, the only British Princess ever born in a colony.

Returning through the *Porte des Bombes*, observe the marks of the cannon-shot on its gates and walls. These were made by the Maltese in their insurrection against the French in 1798.

Both the R. C. and the Protestant cemeteries are well worth a visit.

2. *Crendi, Macluba, Hagiar Khem, and Mnaidra*.—On leaving Valetta, the first part of the road runs along the end of the great harbour past a newly-constructed basin. On the rt. is the English race-course, where there are race meetings once or twice a year. Just beyond this is a handsome Mohammedan cemetery; while the chapel on the hill, conspicuous from its spire, marks the new Maltese one. It is built of Maltese stone, in the decorated Gothic style. The Government has expended a very large sum of money on this cemetery. Passing through *Casals Luca* and *Micabba*, we reach

MACLUBA, close to *Casal Crendi*. This is a vast chasm, 160 ft. deep, and 250 broad. At the bottom is a rich deposit

of earth, in which fruit trees flourish in great luxuriance. A similar hollow exists in Gozo at Kaura, near the General's Rock. From the stratification it is seen that these are due to a down-cast, or sinking in of the upper deposit. Macluba is a favourite spot for picnics, as is also *Hagiar-il-Khem*, about 2 m. distant.

A little beyond Crendi (from which spot the little rock island of Filfla is seen) is HAGIAR KHEM; and a few hundred yards below it, MNAIDRA, prehistoric monuments of the greatest possible interest. There is another very similar one at Gozo, called the GIANTS' TOWER. They consist of pairs of elliptical chambers in juxtaposition with (at Hagiar Khem) lateral chambers. The temple at Gozo is the larger. The rt.-hand pair is nearly identical in size with the rt.-hand pair at Mnaidra, but the l., or more westerly pair, at Gozo are considerably larger. The diameter of the largest room is 100 ft., and the larger inner room measures 80 ft. by 50, including the apse. Both altars and columbaria, or *loci consecrati*, are *in situ*. The curvilinear springing of the roof Mr. Fergusson, in his 'Rude Stone Monuments,' estimates would meet in one of the Mnaidra chambers, 15 or 20 ft. from their base. Mr. Fergusson considers that the diameter of the cone required to cover that at Hagiar Khem with its lateral chambers must have been 90 ft. Some of the stones, especially those in chambers which admitted most light, are ornamented with pit marks, and are 15 to 20 ft. in height above the ground, whilst at Gozo a higher ornamentation is visible. Seven headless images, found at Hagiar Khem, are supposed by some to be representations of the *Kabiri*, the *Mighty Ones* of the Phenicians, a signification which the word still bears in the modern vernacular. These grotesque statuettes are preserved in the library at Valletta, together with an altar, and the *sacred slab* pitted all over to represent the starry heavens, and exhibiting, in high relief, two spirals, with a half egg, symbolising the universe. In the bay of Marsa

Scirocco there are remains of another ancient temple, supposed to be in honour of *Melkarte*, the Tyrian Hercules. It was the largest of all the temples, but nothing now remains save a Megalithic wall 45 ft. long, bounding one elliptical area and one apse, encumbered by heaps of stone.

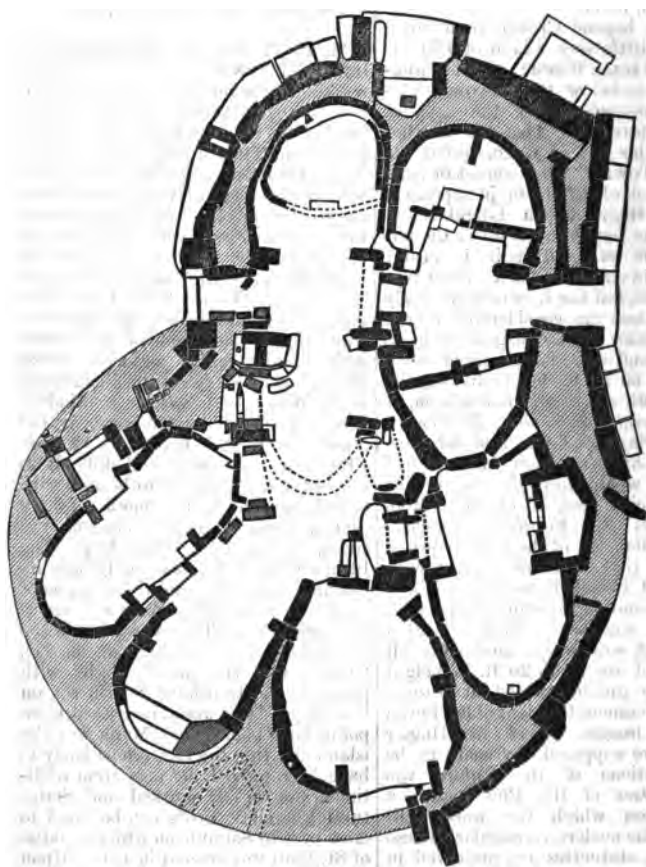
An interesting excursion is to

St. Paul's Bay and the Rocky Valley.—This will prove a very interesting excursion to many. The road lies through Birchirra, which, like most of the Maltese Casals, has a fine parish ch., built during the first half of the 18th centy. Bearing to the rt., we ascend the hill to Nasciar, and about three-quarters of a mile beyond reach the *Nasciar lines*, where a fine view is obtained of the fertile plain below, St. Paul's Bay, and the Islands of Comino and Gozo. These lines follow the natural rock, which sharply defines the strata and configuration of the island. This "great fault" extends across Malta, from the base of the Bengemma Hills, Musta, and Nasciar to Maddalena Bay. Close to the road, at the Nasciar lines, the marks as of cart-wheels are noticeable, and difficult to account for. They are to be met with elsewhere, and in the most unlikely places. Descending and crossing the plain, we reach St. Paul's Bay. The little island of *Salmun* partly bars its entrance; and the traditional scene of St. Paul's shipwreck is on the mainland, close by. The expression in the Authorized Version (Acts xxvii. 41), "where two seas met," might with propriety be translated "with sea on both sides;" this would be true at more points than one. That Malta was the island and this the bay, seems fairly to have been proved, not only from traditional, but on fair nautical and Scriptural grounds. Boats can be hired to cross over to Salmun, on which a statue of St. Paul was erected in 1845. Upon the hill above the farther shore of St. Paul's Bay is the ancient Palace of Salmun, from the roof of which there is a fine view of Malta, Comino, and Gozo. Admission by an order from the Governor,

Another route may be taken in returning to Valletta, by passing through Musta. Before reaching the village, we cross a bridge which spans the

Valley of Honey, or the Rocky Valley. This may be made the subject of

a separate excursion, as a whole day can be well spent exploring up and down the valley. About a mile below the bridge is St. Paul's hermitage, with three statues, erected in 1705. One of the very best views of Città Vecchia is to be obtained here.



PLAN OF HAGIAR KHEM, PARTIALLY RESTORED. FROM FERGUSON'S 'RUDE STONE MONUMENTS.'

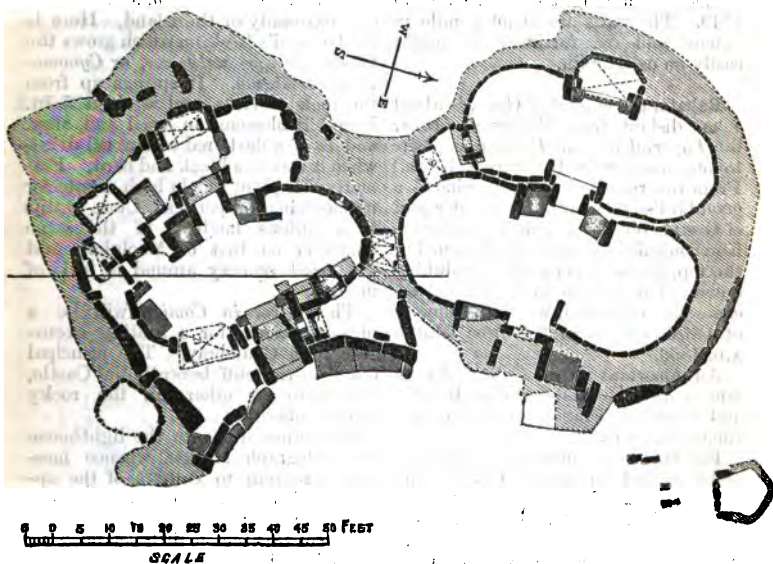
MUSTA CHURCH demands special notice. The first stone was laid in 1833, and it was consecrated in 1864. It was erected *over* the old parish ch., which on its completion was taken down and the debris carried out of the W. door.

It cost 21,000*l.*, besides which over 30 years of Sunday voluntary labour was expended on it by the inhabitants. A Maltese engineer—Mr. Grognet—was the architect; and another, Angelo Gatt, was clerk of the works; no

scaffolding was used in its erection. It is designed on the model of the Pantheon at Rome, and the diameter of the dome is the third largest in Europe, being 118 ft.; that of St. Paul's, London, being 107; St. Peter's, Rome, 139; and the Pantheon 143 ft. It is now in process of decoration.

Malta also affords other excursions for the day, and many good rides to various parts of the island; as to

Marfa Scirocco, *St. Lucian's Tower*, lately strengthened; or, crossing the *Bengemma Hills* (the highest land in the island, full of curious caves and Phœnician rock-tombs), to *Emtaleb*, famous for its wild strawberries; another favourite spot for picnics in the spring. Near this are 20 different springs, which supply the *Vignacourt Aqueduct*, constructed early in the 17th centy. This conveys 537,000 gallons of water to *Valetta* daily.



PLAN OF MNAIDRA. FROM FERGUSON'S 'RUDE STONE MONUMENTS.'

g. Gozo.

This egg-shaped island, lying W. of Malta, is about 24 m. in circumference, and is considered superior to Malta in fertility and salubrity. Three or four days may be spent here pleasantly, especially in the spring, during the season for quail-shooting, when the country is especially gay with countless wild flowers. There is a daily omnibus, which carries the letters, starting from *Saliba's stables*, *S. Mercanti* at *Valetta*, the fare being

2s. to the landing-place at *Gozo*. To reach this we pass *St. Paul's Bay*, and the prettily-situated village of *Melleha*, about an hour's drive beyond. In the ch. is a picture famous for its miracles, and full of votive offerings, commemorating escapes from shipwreck and pestilence. On the opposite side of the valley is a statue of *St. Paul*; and near at hand is one of the supposed grottos of *Calypso*, who delayed *Ulysses*. Another hour over a rough road brings you to *Marfa*, the place for embarkation. In the channel, or Straits

Fregghi, lie the small islands of *Comino* and *Cominotto*. The Gozo boats are very sea-worthy, but the length of time in crossing from Malta to Gozo (4 to 5 m.) necessarily varies greatly according to wind and weather, whilst occasionally the passage is impossible. Or the excursionist may take passage in one of the numerous boats plying between Valletta and Gozo.

Near the landing-place in the Bay of Migiarro is Fort Chambray, commenced by a knight of that name in 1749. The walls are about a mile in extent, and the fortifications might easily be used again.

Rabato, the capital of Gozo, is about 4 m. distant from Migiarro. (Inns: the *Imperial* and the *Calypso*, opposite to one another in the Piazza Reale.) From the ruined walls of the citadel a good bird's-eye view of the greater part of Gozo is obtained, with its characteristic conically-shaped hills, flattened at the top, the soil ever gradually sinking down. The church in the citadel became the cathedral, when the diocese of Gozo was separated from Malta, A.D. 1866.

An important Jesuit College has of late years been established at Rabato, and there are Franciscan and Augustinian convents.

Far the most important object of archaeological interest in Gozo is the so-called *Giants' Tower*, or *GIGANTEA* (described at p. 201). It is supposed to have been a temple dedicated to Astarte, the Phœnician Venus. Continuing along the road past this, a pleasant drive may be made to the Bay of Ramla; in a rock overhanging which is another grotto of Calypso.

Another agreeable drive is to the *Bay of Marsa-el-Forn*; both of these are on the N. coast of the island. A still prettier walk is to the *Bay of Sclendi*, between 2 and 3 m. from Rabato on the S. coast; this follows the course of a narrow ravine, filled with fruit-trees and well watered. The cliff scenery between this and Fort Chambray is very fine, and makes a good walk. But the best of all is to drive (as far as the road will allow) towards the *Cala Dueyra*, at the western extremity of the island. Here is the General's Rock, on which grows the famous *Fungus melitensis*, or *Cynomorium coccineum*. It springs up from the rock crevices, and is about 5 in. long. It blossoms in April and May, and is of a dark red colour till dried, when it becomes black and hard. Formerly this plant was in high repute for its medicinal properties. Close to this is a curious landslip, of the same character as that of Macluba; and the coast scenery around is full of interest.

The *Caves in Comino* will be a pleasant excuse for a boating excursion from Chambray. The principal one is in the cliff beneath the Castle, but there are others in the rocky islands adjoining.

One other drive, to the lighthouse and telegraph station, whence messages are sent to Valletta of the approach of steamers from the west, will give the visitor another pleasing recollection of this remote little island, with its fertile soil, industrious husbandmen, and no less busily employed women and children, large numbers of whom earn their livelihood by making the far-famed Maltese lace.

SECTION VI.

GREECE.

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GREECE (TURKISH).

MACEDONIA.

77. VOYAGE FROM SALONIKA TO THE GREEK FRONTIER.

We return now to Salonika, sailing thence along the Macedonian coast.

The voyager is little tempted to land. The marshy and unhealthy plain has nothing of interest save the two large rivers *Vardar* (*Axius*) and *Visritsa* (*Haliakmon*), which, after draining nearly the whole of Macedonia, pour themselves into the gulf within a short distance of each other, discolouring the sea for miles during the rainy season.

On the left bank of the latter, 8 or 10 m. inland, where it issues from a fine rocky ravine into the plain, is *Verria*, a town of 10,000 inhab. (half Greeks), in whose name, slightly altered in spelling only, may be recognised *Bereæ* (Acts xvii.).

Pheasant, grey partridge and woodcock shooting is very good in the vicinity of *Verria*.

About 15 m. S. of *Verria*, and about 3 m. inland, are some ruins and two tumuli, relics of the town of *Pydna*, and of the decisive battle fought in 168 B.C., when the Romans, under *Æmilius Paullus*, defeated *Perseus*, the last king of Macedonia, and ruined for ever the Macedonian power.

About 5 m. farther S. and a little back from the sea, is the small township of *Katerina*, of 2000 inhabitants, possessing a *scala*, or landing-place, sometimes chosen as a starting-point for the ascent of *Olympus*, the outline of whose summits is seen to best advantage from this place.

"Rising at once its whole height of nearly 10,000 ft. immediately from the plain, it presents an indescribably grand appearance, with steep precipices in its upper parts, and below innumerable buttresses, exactly realizing what is expressed by the Homeric epithet "many folded" (*πολύπτυχος*). The pyramidal summit, which from this side appears the highest, though not really so, is that of *S. Elias*" (*Tozer*).

Some 8 m. S. again, near *Malathria*, may be found, almost hidden by a luxuriant vegetation, traces of a stadium and theatre and other remains of the once important Macedonian frontier town of *Dium*. The coast plain of Macedonia here ceases, reduced to nothing between the buttresses of Mount *Olympus* and the sea.

A short distance from *Malathria* is another *scala*, that of *S. Theodore*, at the mouth of a torrent, the *Enipeus* of *Liwy*, which descends from the very heart of *Olympus*. This *scala* serves both for the village of *Litochoro* and the monastery of *S. Dionysius*, which is gloriously placed in the richly wooded *Enipeus* valley, some 8 m. in-

land, and 3080 ft. above the sea-level. Olympus is in form somewhat like a narrow horseshoe, open toward the sea eastwards, and with its highest summits to the W. In the bosom of the amphitheatre thus formed lies the monastery, walled in on three sides, and overlooked by the highest summits, that rise abruptly to a height of almost 7000 ft. above it. The grandeur of the scene could not be easily surpassed. The ascent of the mountain from this spot will take from 6 to 7 hrs.

Olympus, the fabled abode of the Gods of the ancient mythology, was well worthy of the honour assigned to it. Soaring to a height of 9754 ft., and as pre-eminent for massiveness as for height, it is without a rival among all that can be called Greek mountains. (The second highest, *Guiona* in Lokris, is 8241 ft.) Richly wooded about its feet and sides, it lifts far above the limits of vegetation its broad head, a vast expanse of light-coloured rock, generally deeply covered with snow, and never by any means free from it. Grand as must be the panorama from such a mountain, it is unfortunate that no one of the four principal peaks which spring from the main horseshoe ridge on the W., rises sufficiently above the rest to give a clear view all round. On the northernmost of these four is a small chapel dedicated to *S. Elias*, whence this peak, like very many of the principal summits in Greece proper, is named.

Olympus, like Mount Athos, is essentially a monastic mountain, to which circumstance it is owing that these two, alone of all the many famous in Greek story, have retained uninterruptedly in common use, until now, their classical appellations. (*Liakoura*, the modern name of Parnassus, may perhaps be a corruption of *Lykorea*, the ancient name of its chief summit.)

About 6 m. S. from S. Theodore is the village of *Leftokarya*, occupying probably the site of the ancient *Pimplea*, the birth-place of Orpheus; and again, 4 m. farther S. is the castle of *Platamona*, crowning a height close to the sea. Here stood *Herakleum*, im-

portant as commanding the route from Tempe into Macedonia. *Platamona* is sometimes chosen as a starting-point for excursions about Olympus. In this case, the valley of the large torrent (anc. *Sys*) just S. of *Leftokarya* is followed, past the monastery of *Kanalia*, to either of two villages, *Karya* and *Skamnia*, whence the ascent is practicable. That from *Karya* is supposed to be the easiest.

It might be convenient to land at the Scala of S. Theodore, and having thence ascended the mountain, to descend to and re-embark at *Platamona*; or even to descend from Olympus into the plain of Thessaly, and follow the R. *Peneus* through the vale of Tempe to *Platamona*.

KINGDOM OF GREECE.

78. VOYAGE FROM THE FRONTIER TO THE PIRÆUS.

The conventions between the powers of Europe and the Sultan, signed at Constantinople on the 24th May, 1881, fixed the new boundary between the Hellenic kingdom and the Ottoman empire. Article I. is as follows:—

“The new frontier-line starting from a point near the defile of *Karalik-Dervand*, between the mouth of the *Salamvrias* and *Platamona*, about 4 kilom, to the S. of the latter point, follows in a Westerly direction the crest of the mountains, passes first between *Krania* and *Avarnizta*, then between *Nezeros* and *Analipsis*, arrives at the summit of Mount *Godaman*, then descends towards the S., following the crest of Olympus, reaches the summit of *Kokkinopetra*, and, taking a Westerly direction from this point without leaving the same crest, passes between *Ligara* and *Derveni-Melona*, and arrives at the summit of Mount *Kritiri*. Thence turning towards the S. the line gains the right bank of the *Xeraghis*, and, following the line of watershed towards the S.W., gains the summit of the heights situated to the N. of the village of *Zarko*, then turns to the N.W. in the direction

Diminitza and keeps to the line of watershed, leaving to Turkey the village of Elevtherokhorion. Before reaching Diminitza, at a distance of about 18 kilom. from that place, the frontier-line turns towards the W., still on the line of watershed, and passes by the villages of Flamouristi, Gavronon, and Georgitza to the summit of Mount Kratchovo. Then turning Southwards by the crest, it passes by the summits of Mounts Zygos, Dokini, and Peristeri, and gains the River Arta, following the stream which carries off by the shortest way the rainfall from the summit of Mount Peristeri to this river, and passing near the villages of Kalarhytes and Mikalitz. Beyond these last points the line follows the thalweg of the River Arta to its mouth."

Many frontiers were proposed, but this final arrangement, beginning a little to the N. of the ancient river Peneus, and the flowery vale of Tempe, gives to the Greeks the greater and best part of Thessaly. The Northern slopes of Olympus, peopled by hardy mountaineers of Greek extraction, is retained by Turkey, but to the S.W. is the great plain, in olden times the nursery of the famous Thessalian cavalry. Turkish or Albanian landlords still own the greatest part of the soil, but the peasantry is mainly Greek. A valuable gain to the Hellenic kingdom is the seaboard S. of the Peneus, the tract between Ossa and Pelion, the natives of which are still animated by the naval and commercial enterprise of their ancestors.

The first locality of interest we now pass is

a. The far-famed "defile" of Tempe (for the sylvan softness suggested by the word "Vale," though ascribed to it freely by Latin poets, is by no means its real characteristic); it is a magnificent rocky gorge, $4\frac{1}{2}$ m. long, cut deep between Mount Olympus and Mount Ossa, through which, as Herodotus rightly supposed, the waters of the vast lake that once covered all Thessaly have been drained away.

Its modern name, *Lykostomo*, "Wolf's Mouth," is thoroughly appropriate. At the same time, though it possesses every element of the sublime, it has also many soft and beautiful features, in the broad winding river, the luxuriant vegetation, and the glades that, at intervals, open out at the foot of the cliffs.

From Platamona, along the sea coast at first, and then across the wooded Pierian plain, to the entrance of the defile, is about 6 m. Here is a ferry, beyond which the road keeps to the S. bank of the Peneus. Not very far up the gorge a great buttress thrown out from Ossa forces the road to quit the river-bank, and climb over its shoulder. From the summit of the ascent there are grand views, backwards through the mouth of the defile over the plain and as far as the hills of the Chalkidike across the sea, and forwards over a long reach of tranquil river, enclosed on both sides by luxuriant woods, and backed by a succession of towering cliffs. Traces of the ancient road are here, visible, and again at the end of the defile. The rocks in general are steepest on the side of Olympus, rising so abruptly from the river as to bar all passage on that side; those on the side of Ossa are the loftier, often not less than 1500 ft. from the valley. Towards the middle of the pass, where the precipices approach each other so nearly as only just to leave room both for road and river, are the remains of two mediæval castles, occupying the sites of ancient fortifications.

The water of the Peneus, never remarkable for clearness, is, in general, of a pleasing pale green, but white and turbid at the melting of the snows. Its stream is swift but silent, being both broad and deep; and it is singular that while neither the grandeur of the scene, nor its beauty, can possibly be heightened by description, yet of the numerous descriptions that have come down to us from ancient writers, every single one dwells prominently on some feature distinctly not characteristic of the place.

The excursion up the vale of Tempe

can scarce be considered finished without a visit to *Ambelakia*.

At the upper end of the defile of *Tempe* a paved road leads from the Turkish village of *Baba* to *Ambelakia*, so called from the vineyards (*ἀμπελία*) which surround it, and charmingly placed on the N.W. slopes of *Ossa*, near the head of a steep valley, embowered by trees, 3 m. from the *Peneus* in a straight line, and 1100 ft. above the sea.

It is still a considerable village, but its glory is departed. It seems almost incredible that from this obscure and remote mountain village in barbarous Turkey, at the end of last century, civilised Germany was annually supplied with 500,000 lbs. of thread dyed a peculiar red. A co-operative community of Christian Greeks, numbering some 4000 souls, wonderfully organised, (all the inhabitants forming one company, and even the lowest taking part in the work, and enjoying his share), found here a practical solution of the difficulties which nowadays rise between capital and labour. The perhaps highly-coloured, but deeply interesting, and often-quoted account of this community by Beaujour, the French consul at Salonika in 1798, is too long for insertion here, but well worthy of study. After a long period of wonderful prosperity, the trade of *Ambelakia* was at last ruined by dissensions at home, by disastrous failures in Germany, and, finally, by the commercial revolution caused by the spinning-jennies in England, which destroyed also several similar smaller communities on *Pelion*, *Ossa*, and *Olympus*. That such a community should at last have fallen is not half so wonderful as that it should ever have arisen. Without a port, far removed from its market, and with no better means of communication than Turkish roads, its development was indeed a marvel, and only shows what integrity and co-operation can accomplish in the teeth of every disadvantage. Christian *Ambelakia* had moreover to defend itself against the Turks of *Larissa*, whose jealousy of its prosperity prompted more than one attack.

From *Ambelakia*, in returning, one
[*Mediterranean.*]

may take another path, striking the *Peneus* exactly at the entrance of the gorge.

Sailing S.E. from *Platamona* along the coast of Thessaly, one travels full 60 m. before reaching anything deserving the name of shelter. Mts. *Ossa* and *Pelion*, rightly said by Herodotus to "mingle their roots," and rising abruptly from the water's edge, extend between them over all this length; nor is there much upon them to tempt the traveller ashore. The landing-places are numerous, for the Christian population of these mountains is for the most part seafaring, but utterly exposed to the full weight of the *Ægean* sea. For 20 m. *Ossa* continues to be the principal figure in the landscape, its pale solitary pyramid rising to a height of 6400 ft. The modern *Kissavo* has here completely supplanted the ancient name. Among the natives of *Pelion*, however, the restored ancient name has fairly driven out the Slavonic *Plessidhi*.

In the gap between *Ossa* and *Pelion* stands the village of *Ayia*, not far from which are the ruins of *Melissoa*, once an important place as commanding a practicable road from the coast into Thessaly. S. of *Ayia* an outlying summit of the long ridge of *Pelion* might almost be termed a separate mountain. It is called *Mavro-Vuni*, or "Black Mountain." Beyond this a long dip in the backbone of *Pelion*, whose altitude sinks to as little as 2000 ft. Then a long rise terminates in a small hornlike peak, a little beyond the village of *Zagora*, and 5310 ft. above the sea. Between *Mavro-Vuni* and the sea were quarries of the famous vert-antique marble (said also to exist near *Ambelakia*).

Near the village of *Keramidhi*, a very little to the S. of the summit of *Mavro-Vuni*, upon a hill projecting ruggedly into the sea, are the very interesting ruins of *Kasthanea*, well worthy of a visit should fair weather make a landing possible. The fortifications of the Acropolis, consisting of large blocks of stone fitted together without mortar, are in the finest style of Hellenic masonry.

b. Zagora, about 10 m. S.E. of Kasthanea, is the principal one of many flourishing Christian villages on the E. slopes of Pelion. The district of Pelion, or Magnesia, as it is still called, was confessedly the most prosperous in the whole of Turkey prior to the troubles of 1877-8. Their inaccessible position, and the consequent enterprise and industry of the Greek population, unimpeded by interference and the fear of spoliation, sufficiently account for this. Throughout the whole region, except in one or two places on the W. side, there was not a single Turkish village; and though Turkish police were quartered on the people, yet at Zagora the captain of these was a Christian. Zagora is a large village, boasting a Byzantine ch. of the 12th cent. By ascending to the summit of Pelion from Zagora, a panorama, scarcely rivalled even in Greece, is to be obtained at comparatively little pains. Athos, Olympus, Ossa and Parnassus are magnificently seen, to say nothing of many other classic mountains, lakes, and islands, large and small, the beautiful Pagasean gulf, and the channels on either side of Euboea, gloriously spread at one's feet, the vast expanse of the open Ægean, and the sea-like plain of Thessaly. A cavern close to the summit is supposed to be that of Chiron the Centaur. It is, however, now ruined by a fall of rock.

From Volo, which is indeed but 8 m. distant directly from Zagora, the ascent of Pelion may be made more conveniently, in some respects, than from Zagora; but so one loses what gives its charm and value to this ascent, the sudden revelation of one-half of northern Greece that greets the eye after ascending from the E.

It might indeed be well to descend to Volo at once by Portaria or Macrinitsa, while the yacht was sent round.

From Zagora the range of Pelion extends still fully 25 m. to the S.E., and contrasting its enormous length with the conical point of Ossa, one cannot but be struck by a certain incongruity in the Homeric account of the battle between the Gods and

Titans. Pelion upon Ossa seems somewhat ridiculous. Ossa upon Pelion, as Virgil has it, would form a steadier combination, only that he proceeds to pile the huge mass of Olympus upon Ossa's point.

Should mythological reflections not present themselves, he who sails in these waters in stormy weather will scarce fail vividly to recall the historical fact that on this "harbourless coast of Pelion," "the terrible Sepias," upwards of 400 ships of Xerxes' fleet were dashed in pieces.

As one nears the cape of St. George, the islands of *Skiathos*, *Skopelos*, and others that run off from the extremity of the promontory, present a beautiful variety of outline: then passing through a strait only $2\frac{1}{2}$ m. across, we turn W. into a more sheltered sea.

There breaks off here at right angles to the chain of Pelion a long projection with a narrow isthmus and broken outline, so that other 20 m. must be traversed before at Tricheri, the ancient *Aphetæ*, one can turn N. into the Gulf of Volo. From Aphetæ the famous Argo set out in quest of the Golden Fleece. Here the Persian fleet found shelter after its disaster on the coast of Pelion. In these waters also took place the first naval encounter between the Greeks and Persians, the drawn battle of Artemisium.

c. The beautiful Gulf of Volo (anc. *Pagasean gulf*) is a fine sheet of water, roughly speaking some 15 m. square, with an entrance from the S.W. barely 3 m. across, containing several islands, and numerous bays and inlets, of which the principal one is a deep recess within a wider bay, due N. of the said entrance, i.e. 20 m. from Tricheri. At the mouth of this inner bay, on its E. side, the rocky hill of *Goritza*, some 350 ft. high, projects into the water. On its broad flat summit stood the highly important city of *Demetrias*, one of the three "Fetters of Greece" (Chalkis and Corinth being the other two) by means of which the later Macedonian kings kept Greece bound. It was built 290 B.C. by the great Demetrius Poliorcetes. The ruins,

though not of the highest interest, are yet considerable, and the loveliness of the position alone is worth a visit.

Immediately to the N. of Demetrias is the torrent *Anaurus*, through whose raging flood, at the melting of the snows on Pelion, the Goddess Hera, disguised as an aged woman, was borne by the young hero Jason. Having thus lost a sandal, he was afterwards recognised by his uncle Pelias as the one-sandalled man destined to overthrow him. The small plain of Volo is now rendered very unhealthy by the devastations of this and other torrents from Pelion.

About a. m. N. of the hill of Goritza is another named *Episcopi*, almost certainly the site of the city of Pelias and Jason, the far-famed *Iolkos* by the sea, where the *Argo* was built with pines from Pelion. It should be remarked that though Pelion still deserves the Homeric epithet, *εἰβοσιφύλλον* = "quivering with foliage," its pines have wholly disappeared. Of *Iolkos* no ruins are left, but the name seems to survive in Volo, the appellation borne by the walled Turkish town close by; a Greek town, New Volo, was founded at the Scala, or landing-place, only about 1850, and already it can boast of an active and thriving population. It is separated from the old town by a narrow strip of unwholesome swamp. From the crest of the hills which divide the sea-board from the plains of Thessaly, there is a beautiful prospect of the bastions and minarets of the Turkish quarter, the white houses of the new town, the villages of *Portaria* and *Mucrintza*, perched on the precipitous sides of Pelion, the bold outline of the coast, and the blue waters of the landlocked gulf. Just across the water are the ruins of *Pagassæ*.

Volo was occupied by the Greek forces amidst great enthusiasm on the 15th November, 1881. Steamers from the Piræus and many other places conveyed great crowds of people to witness the entry of the Greek troops.

The ruins of other Greek cities may be seen on or near the shores of the

beautiful gulf of Volo, which is indeed worthy of more thorough exploration by yachtsmen.

From Volo a run of 18 m. will bring a boat to *Nea Mintzela*, also called *Amaltopolis* in honour of the late Queen of Greece, which was, till 1881, the frontier town of the Greek kingdom.

That portion of our Periplus which commences with the Gulf of Volo and finishes with the Saronic gulf, is probably, for the yachtsman, the most delightful in the whole circuit of the Mediterranean, unless perhaps a similar claim may be preferred for the gulfs of Patras and Corinth. Long reaches of quiet, deep, blue water, sheltered perfectly from the fury of the open *Ægean*, a coast abounding everywhere with harbours and anchorages, and deep recesses safely screened from the angriest winds, magnificent scenery in all directions, and that of the highest possible historical interest—nowhere can a steam-yacht find seas more suitable for it; let it, however, be well provided, for with creature comforts this lovely region is not too well supplied.

Sailing S.E. from *Nea Mintzela*, past *Trichert*, and leaving on our right the deep bay of *Pteleum*, whose ruins are still visible at its W. end, after 12 m. we clear the long rocky promontory that terminates in *Cape Stavros*; then making due S. for 7 m. more arrive, at *Oreos* on the N. coast of *Eubœa*.

d. The important island of *Eubœa*, not less than 97 m. in length, and nowhere so much as 20 broad, runs N.W. to S.E. in close proximity to the mainland coasts of Thessaly, *Lokris*, *Boeotia*, and *Attica*. The mountain range which traverses its entire length may be regarded as a continuation of Pelion; and about midway, where also the island is broadest, the grand pyramid of *Delphi*, anc. *Dirphè*, rises to no less a height than 7266 ft., thus taking rank quite among the first-class summits of Greece. The northern half of the island is extremely fertile, and better wooded than most parts of Greece, though here, as every

where else, the most wicked destruction of the forests goes on unchecked. The southern half is more arid, and less beautiful.

The principal places in Eubœa are **Xerochori**, near Oreos at the N. end, **Chalkis** and **Kumi**, half-way down on the W. and E. coasts respectively, and **Karystos**, famous for its green-and-white marble, at the S. extremity. The E. coast rivals that of Pelion in its inhospitable harbourless precipitousness, and proved fatal, it will be remembered, to other 200 ships of Xerxes' fleet; and with this knowledge of it, for it is comparatively uninteresting, the yachtsman is recommended to remain content. The W. coast will claim our attention further on.

The ruins on the Acropolis of Oreos are confused, and of no great interest.

[A beautiful ride, which will take 2 very long days, may be made from Oreos to Chalkis as follows:—5½ hrs. through Xerochori to Kokkinimilia, whence is obtained a panorama nearly as beautiful as that from Pelion, and covering of course a good deal of the same ground. Other 5½ hrs. to Mandanika, and 4 more to Achmet Akia, where is the property of that Mr. Noel who was such a benefactor to Eubœa. Here is a khan where the night may be passed. On the second day 6 hrs.' journey through very splendid scenery brings one to Castellæes, whence it is 3 hrs. to Chalkis.]

Or it might be worth while to ride by Xerochori to Kokkinimilia for the sake of the view, returning to Oreos the same day through lovely scenery by Kastaniotissa, where in August, 1854, Mr. Leves, the son of the English chaplain at Athens, was murdered with his wife under circumstances of great atrocity. This would be a long day's work, but worth some fatigue.]

Leaving Oreos we find ourselves on the scene of the battle of Artemisium, where the Greek fleet during two days' equal contest combated the advance of the Persian fleet, while Leonidas made his famous stand at Thermopylæ.

In the same waters, on April 23, 1827, took place another smaller but most important battle. The first vessel of war ever propelled by steam, viz., the *Karteria*, under command of the famous English Philhellene, Frank Abney Hastings, on that occasion proved the power of steam in warfare, destroying, with the loss of only one man on his own side, a Turkish brig near the scala of Tricheri assisted by land batteries and manned by a very superior force.

Sailing 15 m. in a S.W. direction through the channel of Tricheri, which varies in width from 3 m. to less than 2, we get clear of the long beak that Eubœa stretches towards the gulf of Lamia, and obtain immediately a magnificent view of *Parnassus*.

Other 15 m. due W. is the head of the *Gulf of Lamia*, into which we enter for the sake of Thermopylæ. On the northern side of this, the *Maline* gulf of the ancients, is a broad square-headed bay, at whose N.W. corner is *Stykidha*, the "scala" of Lamia, whence to Lamia itself is about 8 m.

e. *Lamia* is historically important as having, by the strength of its fortifications, foiled the last attempt at independence made after the Macedonian conquest by the Greeks on the occasion afforded by the death of Alexander the Great. Here, in 323 B.C., Antipater, the Macedonian Viceroy, held out after a decisive defeat, until the arrival of overwhelming reinforcements from Asia enabled him to crush the patriotic insurgents.

It is important now, both as a frontier town and as the capital of the fertile valley of the *Elladha* (the *Spercheus* of history), which runs for 30 m. between the parallel ranges of Othrys and Ceta. The modern name, Zeituni, is fast disappearing before the ancient *Lamia* revived.

There is a fine view from the Acropolis over the *Spercheus* valley towards Thermopylæ, and particularly of the stupendous precipices on the N. side of the highest point of Mount Ceta (7000 ft.), now called *Katabothron*, where legend placed the funeral pyre

of Hercules. The remains of antiquity at Lamia are inconsiderable.

f. From Lamia to Thermopylae is about 8 m. over the swampy plain of the Spercheius, whose alluvial deposits have completely changed the character of this once famous gate of Greece, and deprived it of its chief military importance. In former days the precipitous side of Mount Œta pressed close on the sea, the interval between the two being for the most part occupied by a morass. Hot springs, 111° Fahr., whence the name *thermo-pylæ*—"hot gates," is derived, burst out from the foot of the mountain in two places about a mile apart, and at each of these points Œta throws out a projection, and between the two there is a plain, once quite narrow, across which a wall was built for the defence of the pass. The springs on the E. side mark the true site of Thermopylae. The precipitous character of Mount Œta made its passage impossible for any large army, and so compelled an invader to squeeze by at this place, which would have been almost impregnable, but that there was also a circuitous mountain-track called Anopea, practicable for light-armed troops, by means of which Thermopylae could be attacked in the rear. Thus in 480 B.C. the gallant resistance of Leonidas was overcome; so also in 279 B.C. the Gauls forced their way southwards. Thermopylae has often enough been defended in later times, but rarely with success, the width of the space to be defended having increased with every century, until now the sea-shore is more than 2 m. distant. The mouth of the Spercheius, which in the time of Leonidas was 5 m. N.W. of the pass, is now 4 m. to the E. The coast-line of 480 B.C. seems to have been entirely to the S. of the present bed of the river, crossing it only at a point 10 m. W. of its present mouth. Close to a pool formed by the E. hot springs is a mound, probably that to which Leonidas and his 300 retreated, and where they were killed. From this point the other localities are easily traced. The camp of Xerxes lay about 3 m. to the W.

About 1½ hr. distant, after a steep ascent on the flank of Œta, is a small plain, where is the Polyandrium, or sepulchral monument of the Greeks who fell at Thermopylae, an ancient tumulus with the remains of a square pedestal of red breccia, so much decomposed on its surface as to resemble grey limestone.

About 545 A.D. an earthquake, the most widely felt and destructive of which Greece has record, which partly destroyed the then newly-built church of St. Sophia at Constantinople, and overthrew Patras and other cities in W. Greece, drove the waters of the Maliaë gulf far up the valley of the Spercheius in one huge wave, which in its advance and retreat entirely desolated the country.

Leaving the Maliaë gulf, and turning S.E., as soon as we have cleared C. Chitiomeli, we have, 3 m. inland (5 m. due S. of the cape), the ruins of *Thronium*. This was situated where the R. Boagrius emerges from the mountains into the plain, and had importance as commanding the principal road from the N. into Phokis and Boeotia.

Thronium belonged to the Eastern Lokrians, whose strip of territory extended along the coast as far as the Bay of Kastri (Larymna), separated from Phokis and Boeotia by the long and low, but unbroken range of *Knemis*, which is a continually diminishing prolongation of Œta.

Six m. E.S.E. of C. Chitiomeli we pass a group of small islands forming a chain from C. Lithádha, the W. point of Euboea, across to the Lokrian coast, and enter the *Opuntian Gulf*, now called the *G. of Talanda*.

Six m. S.S.E. from Lithádha, at the head of a deep bay, are the ruins of *Daphnus*, close to the water's edge.

Opposite to Daphnus, and 12 m. distant, on the Euboean coast, was *Ædepeus*, now *Dipeo*, a place possessing warm springs, near C. Therma, at the entrance of a long inlet that nearly severs from the rest of the island the mountainous district of Lithádha.

Due S. of Dipeo, 8 m. distant on the mainland, is the promontory

village of *Arkitza*, 1½ m. S.E. from which are the ruins of *Kynus*, formerly the principal port of Lokris.

g. Opposite to this, across the channel, here 10 m. broad, is the village of *Rovias*, with name scarcely altered from the ancient *Orobis*, where was an oracle of Apollo. About 3 m. almost due S. of the ruins of *Kynus* is the scale of the small modern town of *Talanda*, opposite the islet of the same name, the *Atalanta* of antiquity, which has thus extended its name to the whole gulf. The town is 4 m. inland, at the foot of the mountains.

Continuing our course S. for 2 m. more into the farthest recess of the inner bay of *Talanda*, and landing opposite to the W. extremity of the second islet (*Gaidhera Nisi* = Donkey's Island), we find, one mile from the shore, by the village of *Kardhenitza*, the ruins of *Opus*, the former capital of the province, once occupying the rank now accorded to *Talanda*.

Hence returning to mid-channel, and steering S.E., we find it but 5 m. broad, and appearing even less from the height of the land on either side. The Euboean coast, which, from *Dipso* has been little else than mountain descending steeply into the sea, now becomes an enormous wall of white cliff, extending under the name of *Kandili* for 5 m. at a height of from 3000 to 4000 ft.

As this is cleared, the peak of *Delphi* comes finely into view, rivalling in magnificence Parnassus itself, whose glories will never have been lost to the yachtsman all the way from *Thermopylae*, excepting when he was close under the Lokrian shore.

Those who care for curiosities of physical geography are strongly advised to put into the little gulflet of *Kastri*, about 20 m. by water from the scale of *Talanda*, where, besides the ruins of *Larymna*, they can examine the *Katabothra* and reappearance of the *R. Kephissus*. This stream, having its source in Mount *Guiona*, the highest summit in Greece, flows E.S.E. through *Phokia* and *Beotia*, receiving (the whole drainage both from the N. slopes

of Parnassus and *Helicon*, and from the S. side of *Ceta* and *Knemis*, for nearly 50 m., when finding in Mount *Knemis* a barrier interposed between itself and the sea, it spreads itself out turning the whole plain about its lower course into a lake or marsh, according as the season is wet or dry. Thus it formed the extensive lake of *Topolias* or *Kopais*. The waters escape by numerous *karaßdopa*, or subterranean outlets, which mostly unite under ground, for only 4 streams subsequently return to the light, of which one leads S. to Lake *Likeri*, anc. *Hylika*, and the other three E. to the gulf of *Kastri*. The largest of these is worthy of exploration.

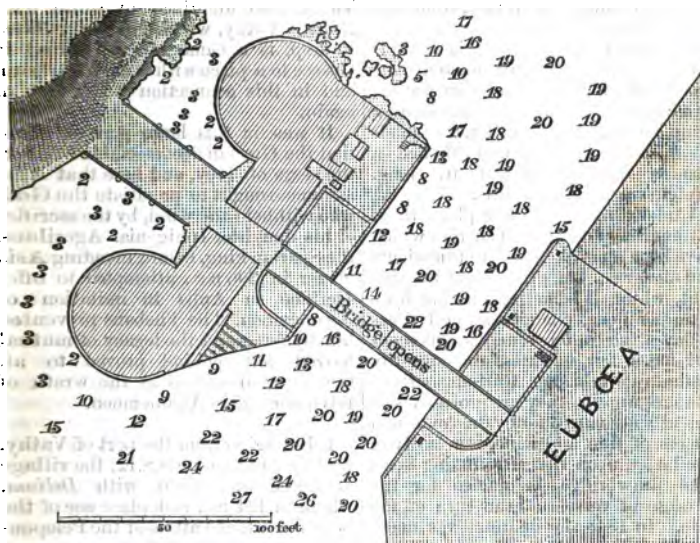
About 1 m. S. of the ruins of *Larymna*, a powerful stream will be noticed pouring impetuously over the rocks into the sea. If this be followed for a short 2 m. (the mills of *Larne* are about half-way); its apparent source will be found under a cliff 30 ft. high, in innumerable springs, which unite and form a river 40 or 50 ft. wide, and 3 or 4 deep, that flows with great rapidity down the vale. Hence for other 2 m. one must traverse a stony hollow, direction generally S.W. between hills, above the subterranean course. There is a line of 15 ancient quadrangular shafts, evidently made for clearing the channel when obstructed. Descending from this, one soon reaches the *Katabothra*, of which there are three principal ones, each under a lofty rock, the two smallest close together, the third and largest about ½ m. away. There is also a large cavern, dry in summer, through which the river flows at times.

The natural *Katabothra* not being sufficient to carry off the flood water, the Boeotians at some very remote period constructed two tunnels, long since choked, one to the sea, the other to the lake *Hylika*. Traces of these may still be observed. The repetition of some such work would restore to abundant fertility some 50 square m. of what is now most pestilential swamp, but there seems little hope of the present generation either doing this, or allowing it to be done.

[The exploration of the Katabóthra may well be combined with an excursion to Thebes itself, which is $8\frac{1}{2}$ m. from *Kolkino*, a village about 2 m.

beyond the Katabóthra. From Thebes one can return direct to Chalkis.]

From Kastri a course of 10 m. S.E. brings us to the rather considerable



PLAN OF THE EURIPUS (soundings in feet).

remains, close to the sea, of *Anihedon*, not far inland from which is lake *Paralimni*, which receives and discharges by Katabóthra the waters of L. Likéri and L. Kopais. Other 3 m. E., a little beyond a small island, are found the ruins of *Salganeus*; from which a course of 7 m., first N.E., then S.E., round a considerable promontory, will bring one to Chalkis itself.

h. Chalkis, the second of the three "Fetters of Greece," occupies a most important position, where the long Euboean channel has narrowed so far as to be spanned by a bridge, by means of which it can completely command the navigation.

Known as Chalkis in ancient history, it received in the Middle Ages the name of *Egripo*, from *Euripus* the name of the strait. This was corrupted into *Egripo*, and then by an addition of

"v" or "n," very common in modern Greek, thus—*eis τὸν Ἑγρίπον* changing into *εἰς τὴν Νέγριπον*—became *Negripo*, which the Venetians further improved into *Negroponste*, the "ponte" referring to the bridge. The latter title, applied first to the town, soon was given to the whole island; but nowadays Chalkis for the town, and Euboea, pronounced *Eevia*, for the island, are fast driving out both *Negroponste* and *Egripo*.

Considerable perplexity may be avoided by the traveller who remembers that *au* and *eu* are now, and probably always have been, pronounced by the Greeks as *av* and *ev* respectively, and that *b* also is sounded as *v*.

Chalkis, and indeed the whole of Euboea, was generally during the classical period a dependency of Athens. Twice it revolted and was again subdued. The first bridge seems to have

been built in 410 B.C. by the Boeotians, with the express intention of harassing the Athenians. Often destroyed and restored, it has continued more or less, in various stages of repair, from that time till now. The present structure dates from 1857. The strait itself is not more than 40 yds. broad, and even this is divided by a rock surmounted by a castle. From the Boeotian shore a stone bridge, 60 or 70 ft. long, extends to the island-rock, and thence a wooden drawbridge, 35 ft. long, stretches across to Chalkis.

Under this bridge take place those extraordinary changes of current which have been a perplexity both to ancients and moderns. The direction of the current, which is sometimes as much as 8 m. per hour, changes several times a day; the water remains quiescent but for a few minutes, and speedily resumes its velocity. Curious as these changes appear, they are probably sufficiently accounted for by the combined effects of tide and wind, especially of the latter, upon the surrounding seas. The drawbridge is opened for the passage of vessels at the turn of the tide. In 1848 the channel was deepened to 18 ft. Under the above-mentioned conditions only small vessels can use it and only at certain times of the day.

In Chalkis, which from the days of its independence and glory has been continuously an important place, whether under Macedonians, Romans, Byzantines, Venetians, or Turks, there are naturally scarce any Hellenic remains. Its aspect at present is more Turkish than that of any other place in Greece. Minarets, significantly truncated, are still seen; and some Mohammedan and Jewish families still remain.

Immediately to the S. of the Euripus bridge is a shallow muddy circular sheet of water about $1\frac{1}{2}$ m. in diameter, now called *Vurko*, and once known as the small port of Aulis. On the hill to the S. of this are some ruins supposed to be that of Aulis itself. Escaping by the narrow opening to the S.E. from the inner basin, we enter the large port of Aulis, a reach of deep water running N. and S., about 3 m.

by 1 m. in extent, whose exit southwards is by an opening about $\frac{1}{2}$ m. wide. On the Boeotian side, a mile from the S. entrance, is the village of Vathy, also identified by some with Aulis. Vathy, which is simply *βαθύς* = deep, is a name often applied in Greece to a place with a deep harbour, and in this connection will meet us again.

It was in this large port of Aulis that the Grecian fleet assembled before the siege of Troy, and here that Agamemnon sought to propitiate the Gods who withheld the wind, by the sacrifice of his daughter Iphigenia. Agesilaus, the Spartan king, before invading Asia Minor in 396 B.C., attempted to offer sacrifice in Aulis in imitation of Agamemnon. The Thebans prevented him by force, and the legacy of mutual hatred left behind proved to all Greece as disastrous as the wrath of Klytemnestra to Agamemnon.

i. Emerging from the port of Vathy, we have, 4 m. to the S.S.E., the village of Delisi, identified with *Delium*, where in 424 B.C. took place one of the most important battles of the Peloponnesian war: the Athenians, among whom was Socrates, receiving a severe defeat from the Boeotians. Delisi has unfortunately another and sadder interest for Englishmen, for it was between it and the neighbouring village of Sykamino that the unfortunate Mr. Herbert and his three companions were killed by the brigands in April 1870.

At the head of a small bay, 4 m. E. of Delisi, is the mouth of the R. *Asopus*, so often mentioned in Greek history, and marking also the boundary between Boeotia and Attica.

Again 2 or 3 m. E. beyond a headland is the village of *Apostoli*, which serves as scala for *Oropo*, which is 3 m. inland. The ancient *Oropus* seems to have been moved backwards and forwards from one site to the other. Its remains are insignificant.

Immediately opposite in Euboea, $4\frac{1}{2}$ m. distant, are the ruins of Eretria, very considerable. Eretria, then occupying a different position, was the

first Greek city to feel the wrath of King Darius, being destroyed by Datis and Artaphernes in 490 B.C., a few days before the battle of Marathon. Re-built after the rout of the Persians, it maintained a rivalry with Chalkis till the Macedonian conquest.

Sailing S.E. from Eretria, a course of 7 m. takes us to the mouth of a torrent near the village of *Kalamos*. In the valley of this stream, at a lovely spot, from 2 to 3 miles inland, are the ruins of the *Temple of Amphiaraios*.

A further run of 10 m. E.S.E. brings us to the very interesting ruins of *Rhamnus*. Here two temples, of white marble, beautifully placed on a woody height overhanging the sea, together with fortifications of considerable strength, presented a perfect type both of a Greek sanctuary and a Greek fortress. Though now overthrown, and heaped on the ground in wild confusion, they still make one of the loveliest and most interesting scenes in Greece.

The coast of Euboea, which is here simply a long succession of sharp promontories and deepest gulfs, now draws near to the coast of Attica, and reduces the width of the channel to $2\frac{1}{2}$ m.; and this, as also the wider sea immediately beyond, is studded with numerous islets.

k. Making E. from Rhamnus, and then S. till we have cleared a sharp rocky promontory projecting S. from the Attic coast, and called *Kynosura* or "Dog's Tail," we turn N.W. into the bay of *Marathon*, a course of from 10 to 12 m. from Rhamnus. Here, in 490 B.C., a few days after the destruction of Eretria, landed the Persian host under the guidance of Hippias, the former tyrant of Athens. The spot was selected as being both a good landing-place, and the best in all Attica for cavalry movements. "The plain of Marathon," writes Mr. Finlay, "extends in a perfect level along this fine bay, and is in length about 6 m., in breadth never less than $1\frac{1}{2}$ m. Two marshes bound the extremities of the plain; the southern is not very

large, and is almost dry at the conclusion of the great heats; but the northern, which generally covers considerably more than a square mile, offers several parts which are at all seasons impassable. Both, however, leave a broad, fine, sandy beach between them and the sea. The uninterrupted flatness of the plain is hardly relieved by a single tree; and an amphitheatre of rugged hills and rocky mountains separates it from the rest of Attica."

The Athenian forces under Miltiades remained entrenched on the hills above for some days, probably until the Persians had sent their cavalry back to Euboea, and then descended to the attack, and gained that victory whose importance to mankind can by no possibility be overrated, though it may be freely admitted that the loss to the Persians, whether of men or courage, was not great. The mound, which marked the tomb of the 192 Athenian slain, still remains. It is $\frac{1}{4}$ m. from the sea, at the S.W. end of the crescent-shaped plain. The village of *Vrana* occupies the site of Marathon itself.

The fine mountain, nearly 4000 ft. high, to the S.W. of the plain of Marathon is *Pentelicos*, from whose quarries was obtained the white marble with which the Athenian temples were built.

If it be thought worth while to visit *Karystos* in Euboea, a course of 30 m. passing the island of Petali, and C. Paiximadha, will bring us to the ruins, situated on the shore at the head of a fine bay sheltered on 3 sides, but badly exposed to the S. The modern *Karysto* is $1\frac{1}{4}$ m. inland. *Karystos* was famous for its marble, green with white bands, much prized at Rome during the Empire. Here also landed the Persian army before the siege and fall of Eretria, whose unhappy citizens, in spite of the victory at Marathon, were carried away slaves to Asia. 13 m. S. from Marathon, or 23 W.S.W. from *Karysto* is the port of *Vraona*. Both on the shore of the inlet, and 2 m. inland up a valley are ruins of the

ancient harbour town, and city of the same name, *Brauron*.

2 m. farther S. we reach the harbour of *Raphiti*, the ancient *Prasix*, of which there are some slight vestiges.

Again 10 m. S. we find another excellent harbour, now called *Port Mandri*, sheltered by the Long Island, *Makronisi*, the anc. *Helena*. Above the harbour are some remains of the ancient theatre of *Thorikos*.

1. Another $1\frac{1}{2}$ m. S. and we reach *Ergasteria*, as the works of the *Laurium Ore-Smelting Company* are called. A railway of 6 m. connects *Ergasteria* with the old silver and lead mines of *Laurium*, which are situated among hills covered with pines, and are of the highest interest. It was with the silver obtained from these mines that *Themistocles* persuaded the Athenians to build the fleet that afterwards conquered at *Salamis*, but their defective method of smelting left 10 per cent. of lead in the scoria. The task of ascertaining whether some 7 per cent. of lead could yet be extracted by modern processes from this refuse was readily accorded by the Greek Government to Messrs. Roux and Serpieri. When the experiment had proved successful, difficulties were raised which terminated in a compromise, the Government buying up the whole concern, and continuing it in reality under much the same management as before.

m. From *Ergasteria*, 4 m. S.W., is *Cape Colonna*, more widely known as *Sunium*. On the rocky peninsula, high above the waters, and visible from afar, stand the 12 white marble Doric columns that remain of the famous temple of *Pallas Athena*. The choice of this position for a temple dedicated to the tutelary goddess of the Athenian soil is most appropriate. "Minerva thus appeared to stand in the vestibule of Attica. The same feeling which placed her statue at the gate of the citadel of Athens erected her temple here." Exposed to the full fury of every gale, and deeply weathered by the salt sprays of 20 centuries, these lovely columns form

perhaps the most touching memorial of vanished greatness that is to be found even in Greece.

About 4 m. W. from *Sunium* is another of the many islands bearing the name *Gaidheronisi* or *Donkey's Islet*.

This passed, we steer N.W. into the *Saronic Gulf*, and after 12 m. arrive at *Bari*, the ancient *Anagyros*, situated at the head of a little bay, sheltered from N.E. and W., but terribly exposed to the S. Only half-an-hour distant from *Bari*, but not to be found without a guide; is an interesting cave with stalactites and inscriptions. The long ridge of *Hymettus* here sinks down into the sea, throwing out the promontory that forms the bay of *Bari*.

n. A 4 m. course will suffice to bring us abreast of the last of the three fingers of this promontory, whence 9 m. N.W. will bring us into the *Bay of Phalerum*.

At the E. corner of this bay, from which the *Parthenon* on the *Acropolis* is distinctly seen, being not more than 3 m. distant, was *Phalerum*, the original port of Athens, near the spot now called *Treis Pyrgoi*. The direct road from Athens to *Phalerum* led over firm ground, but immediately to the W., all along the bay, and intervening between Athens and the peninsula of the *Piræus*, was a broad swamp, in ancient times far more marshy even than now.

But after the Persian wars *Themistocles*, perceiving that the two rocky hills of *Piræus*, with their THREE natural harbours of univalled excellence, afforded a position at once more defensible and convenient, persuaded the Athenians to plant there their port-town, fortify it on an unprecedented scale, traverse the marsh by a raised causeway, and protect the communications between their new harbour and their city by long walls, at first two in number, viz., one from *Phalerum*, 3 m. in length, and one from *Piræus*, about $4\frac{1}{2}$ m. long. Subsequently, however, a third wall was built parallel to this second one, and 550 ft. from it on its E. side, and the

wall from Phalerum was allowed to fall into decay.

The marsh, into whose swampy extent disappear the scanty waters of those far-famed streams, the Ilissus and the Kephissus, is now the favourite shooting-ground of Athenian sportsmen; and the sandy beach affords bathing so excellent that a branch line has been constructed from the Athens and Piræus railway, for the convenience of bathers from the capital.

The level beach extends about 2 m. W. from Phalerum, and here in May 1827 landed a considerable army of Greeks and Philhellenes, under Sir Richard Church and Admiral Cochrane, to relieve the Acropolis, then closely invested by the Turks under Beschid Pasha. The issue was disastrous in the extreme, and the defeat received on this occasion annihilated for the moment all the hopes of the Greeks; so much so as to induce the subsequent interference of England, France and Russia, to save them from extermination by the Turks and Egyptians. Navarino followed only five months later.

The monument near the shore at the W. end of the bay, is that of Karaiskaki, one of the noblest of the Greek chieftains, who fell in a skirmish a day or two before the battle.

The peninsula of the Piræus, originally no doubt an island, consists of two rocky heights connected by a low and narrow isthmus. The higher of the two, now called *Castella*, is that nearest to Athens, and rises abruptly from the marsh and the sea to the height of about 300 ft. The other, to the S.W. of this first, is less lofty and less steep, but occupies a larger area. The whole peninsula, roughly speaking $2\frac{1}{2}$ m. by 1 m., was entirely surrounded by the enormous fortifications of Themistocles, except where precipices, rising directly from the water, made them unnecessary.

The walls are said to have been 60 ft. high, and were of unusual solidity, as the existing remains show. They enclosed also a considerable space on the farther side of the large harbour.

Just $\frac{1}{2}$ m. S. of the monument of Karaiskaki is the entrance of the first and smallest of the three harbours. This is now called *Phanari*, and is by archaeologists generally supposed to be the *Munychia* of antiquity.

Again, $\frac{1}{2}$ m. S.W. of this is the very narrow mouth, still sharply defined by the ancient moles, of the second harbour, now called *Stratitiki*, by many thought to be *Munychia*, but more correctly identified with the *Zea* of the ancients.

It is the very perfection of a harbour; a lovely circular basin, about $\frac{1}{2}$ m. diameter, with clear water. It is now little used, and it is said not to be very deep; but the Athenians of old made it more particularly the home of their vessels of war. 196 ship-houses were ranged round its shores, and still under its limpid waters may be seen, sunk in the solid rock, pairs of grooves in which wheels seem to have been used for the purpose of hauling up the triremes.

From this harbour the traveller is recommended to ascend the hill *Castella*, the *Munychia* of old. Not now inhabited, it is literally covered with relics of its former occupation. Foundations, &c., are found at every step; but the visitor need look to his going, or he may fall too easily into one of the numerous cisterns, spacious below, and deep, whose narrow necks gape unprotected on the hill-side. These constitute a real danger at dusk. The view from the hill-top towards Athens is remarkably fine, particularly about sunset. The plain of *Attica* is spread before one's eyes, overhung by the three famous mountains, *Hymettus*, on the rt., a long unbroken ridge, *Pentelicus* in the background, and the broken range of *Parnes* on the l.; while from the middle of the plain rise the steep rocky peak of *Lykabettus*, and the bold square Acropolis, crowned by the Parthenon, and surrounded by the innumerable and unequalled monuments of the fairest city of antiquity.

From the port of *Zea*, the harbour and modern town of Piræus may be

reached by a walk of 600 yards across the isthmus before mentioned (indeed the outlying houses of the fast growing modern town have already crossed the ridge); but a circuit of full 3 m. is required to bring a vessel from the mouth of Zea to that of the Piræus.

On the summit of the hill which necessitates this circuit are two wind-mills, and numerous stone quarries; but nothing of interest, except the noble prospect to S. and W. of Ægina, Salamis, &c. At the S.W. extremity is a lighthouse, whence the third and largest harbour, the Piræus itself, is approached by a channel $\frac{3}{4}$ m. long, and rather more than $\frac{1}{2}$ m. broad.

On the rt., just before the entrance of the Piræus, is found close to the water's edge the *Tomb of Themistocles*. Not well said by Byron to be "high o'er the land," its position is yet most appropriate, for he who stands there has full in view "the gulf, the rock of Salamis," the scene and monument of the glory of the great Athenian.

79. THE PIRÆUS AND ATHENS.

The Piræus.

Inns: Hotel St. Petersburg, and several others.

British Consul: R. L. W. Merlin, Esq.

Vessels can easily coal here; cost, 30 to 38 frs. per ton.

The entrance to the Piræus is even straiter than that of Zea, and like it defined by moles, which are in fact part of the ancient fortifications. The mediæval name, *Porto Dhrakhont*, was derived from a colossal lion of white marble on the beach, now in Venice, whither it was taken by Morosini. The narrow entrance passed, the port widens at once into a magnificent sheet of water, $\frac{3}{4}$ m. by $\frac{1}{2}$ m., everywhere deep except at the N.W. corner, which is part of the marsh already mentioned. That portion of the harbour immediately to the rt. on entering seems to have been devoted by the ancient Athenians to their ships of war, and the remainder given to commerce.

Nowadays there may often be seen anchored here three or four iron-clads, a host of merchant-ships, and small trading craft. The only difficulty is in entering between the two ancient moleheads. With small sailing pleasure-boats, in which Salamis, Eleusis, &c., may be visited, the modern Piræus is particularly well supplied.

The modern town has sprung up since 1834. It extends round the N. and E. sides of the harbour, and is continually increasing. There are good houses and capacious stores. There is a public garden, where a band plays generally on Sunday, and on one other afternoon in the week. In the Communal School is an interesting small museum. The carriage-road to the capital is 5 m. long, and follows the line of the most northern of the *Long Walls*, of which the foundations are visible.

The rly. stat. is near the N.W. corner of the harbour, whence to Athens is 20 min. journey. Trains leave Athens at every hour, and Piræus at every half-hour. In summer, during the bathing season, trains leave both places for Phalerum nearly every half-hour.

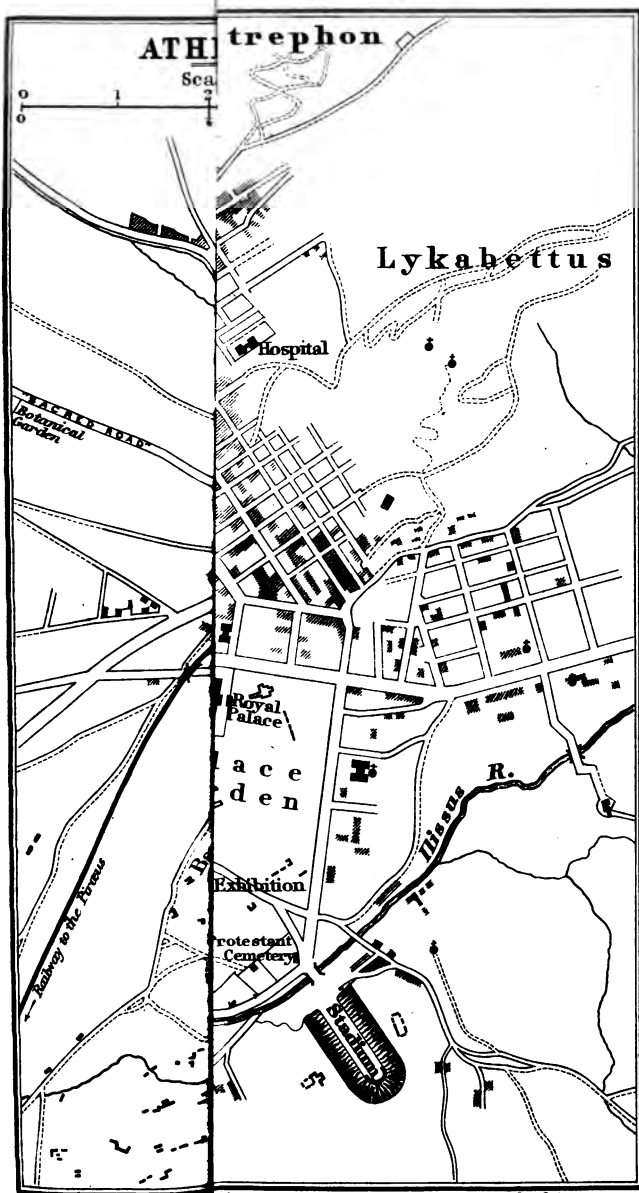
Athens.

Inns: Hôtel d'Angleterre, De la Grande Bretagne, and Des Étrangers, situated on the Palace Square, pension 10 to 14 francs a day; all good. Hôtel d'Athènes, also in Palace Square; Hôtel de la Grèce near at hand; Hôtel de Marseille, Æolus Street; all somewhat cheaper perhaps, but not so good.

Greek Hotels: De Paris; D'Egypte; De Parnasse; De Rome (Hotel garni).

It is beyond the scope of the present work to attempt to deal with Athens. For details the reader is referred to Murray's Handbook for Greece, where it is treated at great length. The following brief notes may, however, be found useful.

Money.—Coined in francs, called *New Drachmas*, to distinguish them from the *Old Drachmas*, which make the money of account. Hotel charges are in francs (paper money).



Horologium of Andronikus Kyrhestes (the Tower of the Winds).

Stoa of Hadrian.

The New Agora.

Some deep excavations in what may be fairly called the *ancient Cemetery N.W.* of the modern town.

The steep ascent to the little church on the summit of *Mt. Lykabettus*, 800 ft. above sea level, 500 ft. above the town, is well worth making, for the sake of the view, particularly *before* exploring Athens: the best ascent is at the back.

80. EXCURSIONS.

MARATHON (see p. 217).

THE PIRÆUS, DAPHNE, ELEUSIS, SALAMIS, TO THE ISTHMUS OF CORINTH.

Starting from the Piræus the regular Greek steamers, three times a week, take but $3\frac{1}{2}$ hrs. to reach the port of *Kalamáki* on the Isthmus of Corinth; a lovely voyage, closely skirting the outer, or S. coast of Salamis, and affording beautiful views of *Ægina*, *Megara*, the *Skironian* rocks, the *Geraneian* mountains, and those of *Argolis*, the *Acro-Corinthus*, and the Isthmus itself, with the huge mass of *Mt. Kyllene* (mod. *Ziria*) in the background.

Not far from the Piræus is a singular view of *Mt. S. Elias*, 1700 ft., in *Ægina*, capped, as it were, by *Mt. Chelona*, 2400 ft., on the peninsula of *Methana*, which is again overtopped by *Mt. Ortholiti*, 3550 ft., on the mainland of *Argolis*. Again, from near the S.W. point of Salamis, may be clearly discerned through a dip in the long line of *Argolic* mountains the lofty peak of *Kani*, 6350 ft., the highest of the range of *Parion* (mod. *Malevo*), in *Lakonia*.

But more beautiful still, and far more interesting, is the course that would be naturally preferred by a steam-yacht, passing inside the island of Salamis, and following faithfully the coast of *Attica*.

a. Bearing to the rt. from the harbour of the Piræus, we leave close on the l. the islet of *Pnyttaleia* (mod.

Lipsokoutali), where, after the battle of Salamis, the victorious Greeks slew to a man a picked troop of Persians, stationed there by *Xerxes* to destroy the crews of the vessels he expected to see driven on shore. Beyond this island a somewhat deep bay, the very scene of the battle, runs back into the mainland. A few minutes' walk from the extremity of this bay brings one up a steep stony hill to the spot identified by tradition with the seat of *Xerxes* during the engagement.

In association no prospect can be richer than that from this "rocky brow," but hemmed in, as it is, by rugged treeless hills of inconsiderable height, it cannot be compared in beauty with that of the bay of *Eleusis* which bursts upon the traveller's eye, when, after threading the narrow channel and rounding the bold promontory formed by *Mt. Egaleos*, he emerges into that land-locked sea. "Among the many beautiful bays which adorn the winding shores of Greece, there is none more remarkable than that of *Eleusis*. Formed on the eastern, northern, and western sides by a noble sweep of the *Attic* coast, it is closed on the S. by the northern shore of the island of Salamis, which being separated only from the mainland at either end of a narrow tortuous channel, has the appearance of being a continuation of the mountains of *Attica* which surround the other sides of the amphitheatre, and thus the bay in every direction resembles a beautiful lake. For modern purposes, however, the Bay of Salamis is more useful as a harbour."—*Leake*. Bearing still to the right to the extreme E. of the bay, one arrives at the point where the carriage-road, which has come from Athens through the pass of *Daphne*, descends to and strikes the sea, which it henceforth follows closely as far as *Eleusis*.

Here it is well worth while to land. The walk up to the summit of the pass, 400 ft., along a good road for 2 m. as far as the monastery of *Daphne*, is itself extremely pretty, and pursued for about another mile affords the most splendid of all the views of Athens itself.

The monastery church, now half

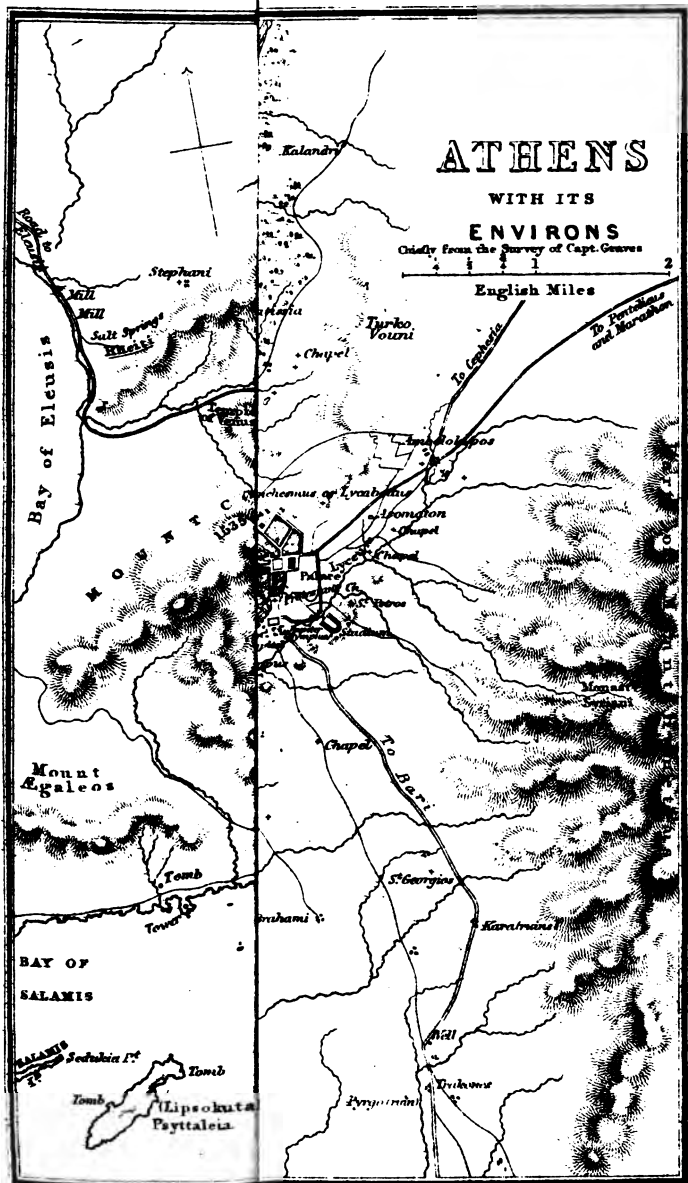
ATHENS

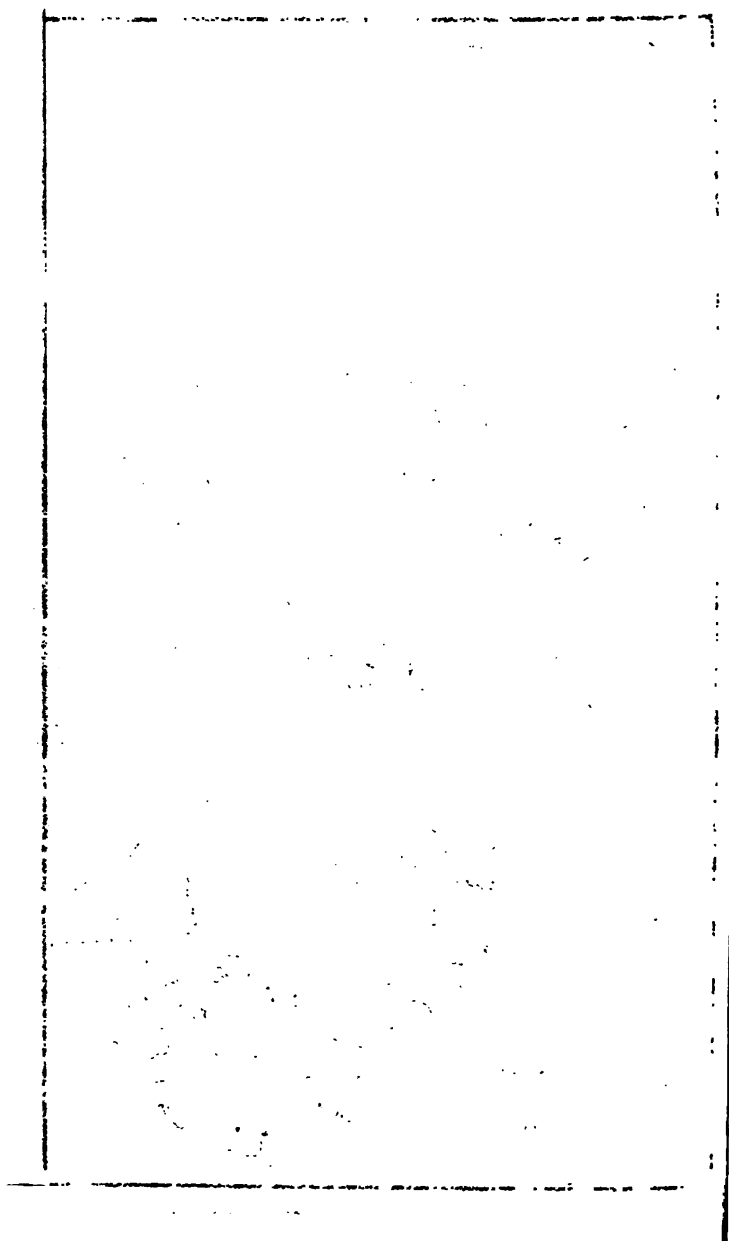
WITH ITS

ENVIRONS

Chiefly from the Survey of Capt. Graves

English Miles





ruined, was a splendid monument of Byzantine art; it had a Gothic porch added by the De la Roche, Frank Dukes of Athens. They made the monastery their St. Denis, and a couple of sarcophagi, which once contained their ashes, still remain in the church. It was occupied as a military post during the War of Independence, and suffered terribly in consequence. The marks of Turkish yataghans and pistol-balls may be seen on the frescoes of saints and martyrs, and on the rich mosaics, now blackened by fire, that adorned the interior.

The defile itself, though quite on a small scale, is, for Attica, well wooded; the forms of the mountains are strikingly romantic; but its great charm is the glorious view of the Bay of Eleusis, seen to perfection as one returns down the pass:

The "Sacred Way" taken by the solemn procession that went every year from Athens to Eleusis was almost identical with the modern road. But the ancient road may have been said to be lined on either side with monuments, many of which are described by Pausanias. A temple of Apollo stood near to the present monastery, and contributed materials to its building, some of which were removed by Lord Elgin, and are now in the British Museum. A short mile nearer to Eleusis was a temple of Aphrodite. Doves of white marble have been discovered at the foot of the rocks (on the l., facing Eleusis). There are also several niches for votive offerings. The perpendicular rock in which they are cut is probably the *ῥο ποικίλον* of Pausanias. From the bottom of the pass the road turns sharp to the rt., hard pressed between the rocky hill and the sea. Here may be seen distinct traces of the ancient road cut in the solid rock. A little further are the *Rhetti*, or salt springs, that once separated the Eleusinian from the Athenian territory, and now, held up by a mill-dam, form a small salt-water lake close to the sea. Sailing hence across the bay direct to Eleusis we enjoy a fine view of the fertile *Thriasian plain*, where,

according to tradition, corn was first grown, and of the heights of *Mount Parnes* beyond it. Rounding a point formed by the alluvium of the *Sarandapotamo* torrent, the Eleusinian Kephissus, we reach Eleusis itself, where the remains of the ancient quay still afford good landing.]

b. Eleusis, the birthplace of *Æschylus*, is still a considerable village. This very ancient city is supposed to have derived its name from the *advent* (*ἐλευσις*) of Ceres, who, with Proserpine, was worshipped here with annual processions and the celebrated *Eleusinian Mysteries*, said to have been prescribed by Ceres herself.

"Eleusis was built at the eastern end of a low rocky height, a mile in length, which lies parallel to the sea-shore, and is separated to the W. from the falls of Mount *Kerata* by a narrow branch of the plain. The eastern extremity of the hill was levelled artificially for the reception of the Hierum of Demeter (Ceres) and the other sacred buildings. Above these are the ruins of an Acropolis. (Castellum, quod et imminet, et circumdatum est templo.—*Livy*, xxxi. 25.) A triangular space of about 500 yds. each side, lying between the hill and the shore, was occupied by the town of Eleusis. On the eastern side, the town wall is traced along the summit of an artificial embankment carried across the marshy ground from some heights near the Hierum, on one of which stands a castle (built during the middle ages of the Byzantine empire). This wall, according to a common practice in the military architecture of the Greeks, was prolonged into the sea, so as to form a mole, sheltering a harbour, which was entirely artificial, and was formed by this and two other longer moles which project about 100 yds. into the sea. There are many remains of walls and buildings along the shore, as well as in other parts of the town and citadel; but they are mere foundations, the Hierum alone preserving any considerable remains."—*Leake*.

Upon approaching Eleusis from Athens, the first conspicuous object is

a dilapidated pavement, terminating in heaps of ruins, the remains of a propylæum, of very nearly the same plan and dimensions as that of the Acropolis of Athens. Before it, near the middle of a platform cut in the rock, are the ruins of a small temple, 40 ft. long and 20 broad, which was undoubtedly the temple of *Artemis Propylæa*. The peribolus which abutted on the propylæum, formed the exterior inclosure of the Hierum. At a distance of 50 ft. from the propylæum was the north-eastern angle of the inner inclosure, which was in shape an irregular pentagon. Its entrance was at the angle just mentioned, where the rock was cut away both horizontally and vertically to receive another propylæum much smaller than the former, and which consisted of an opening 32 ft. wide between two parallel walls of 50 ft. in length. Towards the inner extremity, this opening was narrowed by transverse walls to a gateway of 12 ft. in width. Near this spot lay, until the year 1801, the colossal bust of Pentelic marble, crowned with a basket, which is now deposited in the public library at Cambridge. It has been supposed to be a fragment of the statue of the goddess Ceres; but some antiquaries consider it to have been rather that of a Cistophorus, serving for some architectural decoration, like the Caryatides of the Erechtheum. The temple of Ceres, designed by Iktinus, architect of the Parthenon, was the largest in all Greece. Recent investigations have made further discoveries, and in all probability will discover much more.

The plain of Eleusis is exposed to inundations from the *Kephissus*; to check these the emperor Hadrian raised some embankments, of which the remains are still visible.

The carriage-road from Athens to Thebes leaves the sea at Eleusis.

Levina, as the modern village is called, is a poor place enough, and will probably seem to the traveller to be chiefly remarkable for having, so near to the capital, a population speaking Albanian and not Greek,

which is not even understood by some of them.

Sailing S.W. from Eleusis we emerge through a tortuous and narrow channel between Salamis and the mainland into the open Saronic gulf.

c. Salamis. The island of Salamis hardly pays the trouble of a visit. Though rich in historical associations, the memories that its name recalls are mostly as it were outside itself, and without doubt it is seen to better advantage by sailing round it than by landing. The island, whose extreme length may be 9 m., in shape resembles an irregular semicircle facing W., and its shores are everywhere deeply indented. It is mountainous, being little else than an aggregation of steep rocky hills, of which the highest is about 1250 ft. Generally rugged and barren it is also in some parts well suited for the vine and olive, and its honey is abundant and excellent.

Originally colonised from *Ægina*, it was wrested after a long struggle from the *Æginetans* by Athens in the time of Solon. At the time of the Persian invasion Salamis became the refuge of the whole Athenian population. Hence the determination of Themistocles to compel the unwilling Greeks to fight for its defence in those narrow waters. The island has generally in later times been a dependency of Athens. Traces of the ancient city may be observed near the modern *Ampelakia*. The village of *Kuliri*, and one or two small hamlets, contain the present scanty population of the island which Homer records to have sent twelve ships to the Trojan War. The inhabitants are Albanian.

The narrow passage between Salamis and the mainland towards Megara was blocked by Xerxes, the night before the battle, with two hundred Persian ships, at the suggestion of Themistocles, to prevent the Greeks escaping.

d. Megara, now a mean village with about 1000 inhabitants, once the capital of an independent state, *Megara*,

is about $1\frac{1}{2}$ m. from the coast, on a low hill with a double summit rising out of a considerable plain. Of its numerous and magnificent buildings nothing remains. Megara was connected by long walls (now wholly disappeared) with a port town named *Nisæa*, of which some ruins are still visible. The port itself was formed by a small island, *Minœa*, which was united to Nisæa by a bridge over a morass. A rocky hill on the margin of the sea, incorporated with the mainland, is commonly now identified with Minœa.

Continuing W. for some 3 or 4 m., we find ourselves abreast of the famous *Skironian rocks*. The Geraneian range of mountains, here rising suddenly from the sea, shoots up at once to a considerable height, reducing the coast road to a narrow ledge cut in the face of the cliff some 600 or 700 ft. above the sea-level. Thus it continues for some miles, and, if somewhat dangerous, it yet affords a view of the Saronic gulf, too beautiful to be missed without strong reason. This difficult pass now bears the appropriate name of *Kakiscala* (= *Via Mala*).

The voyage hence to Kalamaki, some 15 m., though always beautiful, presents nothing of very particular interest. The Geraneian mountains rise to a considerable height, about 4400 ft., and are seen stretching far W. into the Corinthian gulf, while as one approaches the isthmus the *Acro-Corinthus* is seen full in front, a magnificent object, standing dominant over the level belt that separates the two gulfs, and breaks the waterway.

e. The pretty little bay of Kalamaki, well sheltered by steep wooded hills to E., N. and W., affords excellent anchorage to the steamers from the Piræus. Here passengers for Patras, Corfu, &c., from Athens, land to cross the Isthmus, and re-embark at New Corinth, and *vice versa*. There is a carriage-road hence to Corinth with a branch to Lutraki. For further details concerning the Isthmus, Corinth, and the Acro-Corinthus, see 81 s.

We have now reached
[*Mediterranean*.]

81. THE PELOPONNESUS

The isthmus of Corinth is so narrow in comparison with the size of the peninsula that the ancient Greeks called the latter *The island of Pelops*. The mediæval name, *Morea*, is said to be derived from its fancied resemblance in shape to a mulberry-leaf. Although its area is but little larger than that of Yorkshire, no place in the world will better repay a tour of a month or six weeks, or even a fortnight if no more can be spared, both on account of the rare beauty of its scenery and of the immense historical interest which attaches itself to every spot of its surface.

We do not propose to do more than accompany the traveller on a voyage round its coast, not limiting ourselves strictly to the route taken by the Greek coasting steamers, but rather presuming a voyage in a steam-yacht.

In making excursions from the various ports the traveller should remember that carriage-roads in Greece are few and far between, and he must in most cases be content to ride or walk. The so-called roads which traverse the mountains are nothing else than well-worn narrow tracks of incredible roughness among the brushwood, climbing the rockiest hill-sides, with some regard for shortness, but none whatever for steepness. These, however, are calmly styled "Royal" (*βασιλικὰς*), and "national" (*ἐθνικὰς*) roads by the peasants, who seem quite satisfied with them.

The horses (much preferable to mules, being equally sure-footed and far more manageable) are sorry creatures to look at for the most part, and slow in the plain country, but show marvellous skill in climbing, and as great steadiness in descending the steepest and stoniest places imaginable, to say nothing of their wonderful powers of endurance. On the mountains about 3 miles are reckoned to make an hour's journey, which, considering all the conditions, is not so bad a rate of progress.

a. Still following the coast for 4 or

5 m., skirting the better wooded, less cultivated, prettier and steeper side of the isthmus, we arrive at *Kenohress*, once the port of Corinth on the Saronic gulf (Acts xviii. 18), now deserted. Some remains of Roman brickwork are still visible, and a spring of tepid saline water, called the *Bath of Helen*, gushes from a rock a few feet above the sea.

For Corinth, see § 81, p. 246.

The Saronic gulf is disagreeably remarkable for the number of tiny islets, often mere rocks barely projecting from the water, that stud its surface, more particularly on the side towards Argolis. The frequency of these make its navigation at night a work of danger to those unfamiliar with their precise position. Such islets abound everywhere on the Greek coast, but here more particularly.

Turning E. now, and following the S. shore of the Saronic gulf, we hasten along the coast of Argolis. Lofty, but with no peaks deserving of notice, deeply indented with bays where no villages are seen, rugged and barren, and generally precipitous to the water's edge, it has nothing to detain us until after 25 m. voyage we reach the little harbour of *Piadha*. The village of the same name, beautifully situated on a lofty ridge, 2 m. from the sea, possesses an old castle, probably Venetian. At *Piadha* met in the winter of 1821-22, a general congress of deputies from all parts of Greece, to concert plans of resistance to the Turk, who, driven out of Greece in the first panic of the Christian uprising, was actively preparing to reconquer the country. Here the deputies, unable to find accommodation in the village, and living in the open air, promulgated the first Greek Constitution, January 1, 1822.

b. About 5 m. S.S.E. from *Piadha* is the secure little port of *Pidharr*, in which name may be recognised the ancient *Epidaurus*. The little modern village is built on the shore of the bay to the rt. on entering. The ancient city stood on the rocky eminence that runs into the bay, con-

neted by a narrow swampy isthmus with the mainland. The remains are, however, scanty. *Epidaurus* was in classical times the capital of a small independent state, but its chief importance was derived from the famous temple of *Æsculapius*, 5 m. W. of the town, which was visited by patients from all parts of the Hellenic world, and which was, like other celebrated fanes of Greece, surrounded by a grove, and by numerous other buildings. This Sanctuary or *Hieron* (*iepóv*) of *Æsculapius* is well worth a visit. The path to it is singularly beautiful, the situation romantic and secluded, and the ruins both extensive and interesting. The theatre, the work of the renowned architect *Polykletus*, is one of the best preserved in Greece. The form of the stadium may be traced, but out of the confused ruins it is impossible to identify the numerous temples, &c., spoken of by *Pausanias*.

Due E. from *Epidaurus*, and 7 m. distant, is the curious volcanic peninsula of *Methana*, occupied almost entirely by its *Mount Chelona*, 2400 ft., and most interesting to the geologist. In the Peloponnesian War it was occupied by the Athenians, who in 425 B.C. fortified the narrow isthmus by which it is connected with the mainland.

In circumnavigating this peninsula one must pass within 4 m. of the celebrated island of *Ægina* and within 5 m. of its ancient port and capital, where also is situated the modern town.

The distance of the island from the *Piræus* is 11 m., and of the town and harbour about 20 m.

c. *Ægina* (Pop. 7000. Area 41 sq. m.).

This island, in shape very nearly an equilateral triangle, each side about 7 m., lies in the centre of the Saronic gulf. The western half is a plain which, though stony, is well cultivated. The southern corner is occupied by the fine conical peak of *S. Elias*, 1700 ft., and the N.E. district consists of rocky hills, but scantily wooded, and of inconsiderable height.

The climate is delightful and the air so pure, owing to the entire absence of anything like marshy ground, that malarious fevers, the scourge of the Levant, are here almost unknown.

Ægina, though so small, played an important part in Greek history. Queen of the Grecian seas before 500 B.C., acknowledged pre-eminent for the bravery of her sons at the battle of Salamis, 480 B.C., the rival of Athens for nearly a century, she succumbed to her in 460, was subjugated in 456. and in 431 saw her whole population expelled to make way for Athenian settlers by Pericles, whose forcible expression for *Ægina*, "the eyesore of the Piræus" will be best appreciated from the Piræus itself. At the close of the Peloponnesian war the Spartans restored the exiles to their home, and *Ægina* again became an "eyesore" to Athens, and in 389 the Spartan Teletias, sailing from *Ægina* at midnight, succeeded in surprising and plundering the Piræus in the early morning with a fleet of only 12 sail.

Ægina was one of the few places which escaped the ravages of the War of Independence: in 1828-29 it was the seat of government; the modern city was then built on a more regular plan than most towns in Greece, but it has declined since Athens became the residence of the court.

The modern town, occupying the ancient site, is on the S.W. side of the island near its W. point. The walls of the ancient city in their entire extent and the moles of the two oval ports may still be traced. The ruins of the mediæval Venetian town may be seen on a pointed hill 3 m. inland. *Ægina* was once celebrated for the beauty of its monuments, but there remains now little of interest save in the town a Doric column standing to the N. of the ports, and outside it at some distance, the magnificent ruins of the temple, which has been variously regarded as that of Zeus Panhellenius, and as that of Athena. The ruins are 6 m. distant from the town, by a very bad road, near the N.E. corner of the island. They occupy the summit of a hill of

moderate height, but commanding a most extensive and interesting view. By far the pleasantest way of visiting it is to go by sea, and land immediately below the temple, which is approached by a pretty winding path, not more than half-an-hour's walk.

This temple, one of the most ancient in Greece, was probably erected in the 6th century B.C. It is in the Doric style: 22 of its 34 columns are entire, and a considerable portion of the architrave remains. It was built of soft stone, coated with thin stucco, and the architrave and cornice were painted. The platform upon which it stands has been supported on all sides by terrace walls. In the rock beneath there is a cave apparently leading under the temple. Among the ruins were found the *Æginetan* marbles now at Munich, casts of which are in the British Museum.

Steering S. for 12 miles from *Ægina*, we have closely the peninsula of *Methana*, and enter the narrow strait that separates the island of *Poros* (anc. *Kalauria*) from the mainland.

To the right will then be found a deep inlet, at whose head are the ruins of the ancient *Trezenæ*, situated about $\frac{1}{4}$ m. N. of the modern village of *Damala*. Here was held the Greek national assembly of 1827, when *Oapodistria* was chosen president.

d. About 4 m. E. down the channel lies the modern *Poros*, ancient *Sphæria*. Pop. 7000. *Poros* is situated on a dark volcanic rock, separated from the mainland by a very narrow passage (crossed by a ferry, whence the name), and connected with *Kalauria* by a sandbank. This barren and almost uninhabited island is chiefly interesting as containing the substructions of that Temple of Neptune in which Demosthenes expired.

Poros was the scene, in 1828, of the conferences of the English, French, and Russian plenipotentiaries, on whose reports the bases of the Greek monarchy were settled. It is the national arsenal of Greece, though on a very small scale.

The opposite shore of the Pelopon-

nesus abounds in oranges and lemons. The regular Greek coasting steamer, though touching at Poros, does not enter its beautiful and capacious harbour.

Quitting the sheltered waters of the Saronic gulf, we steer now S.E. into the open sea.

6 m. distant is *C. Skyli*, anc. *Skyllaëum*, off which lie a couple of small islands.

e. These passed, a S.W. course of 8 m. brings us to **Hydra** (Pop. 11,684).

This interesting city rises in dazzling whiteness on a rock so barren as hardly to present a speck of verdure; seen by moonlight it is one of the most beautiful pictures imaginable. The harbour is a deep bay on the N.W. side of the island, only protected by the opposite coast of the Peloponnesus. The streets are precipitous and uneven, but scrupulously clean, and the houses are massive and well built; several monasteries are perched on the cliff, and there are about 100 churches and religious establishments. This island also is peopled with Albanians. The Hydriote women are pretty, and their costume picturesque; the men are athletic, and well formed. The islanders were at one time the richest in the archipelago, and its shipowners possessed not only a great part of the carrying trade of the Mediterranean and Black Sea, but extended their voyages to England and the Baltic. They enjoyed, moreover, a well-deserved reputation for honesty.

This little island took a very important share in the Greek War of Independence, with the still smaller islands of Spetzia and Psara supplying almost the whole of the navy of the Greeks; and some of the most celebrated leaders of the movement, among others Miaoulis, were natives of it. On the mainland, 10 m. W.N.W. of Hydra, are the ruins of Hermione, near the modern village of Kastri. Of its numerous temples, only the foundations remain. The walls of the city may also be traced.

From Hydra the steamer may proceed (16 m.) in 2 hrs. to the island of

f. **Spetzia**. Pop. 9766.

It is a miniature likeness of Hydra, though less rocky and better cultivated; the town is on the eastern shore of the island. The port is good and much frequented. The Spetziotes are proprietors of many vessels, and performed prodigies of valour during the War of Independence. The climate is exceedingly salubrious.

22 m. N.W. from Spetzia is *Port Tolon*, covered from the S. by a couple of islets, and having behind it to the W. a steep hill, 1000 ft. high, on which may be traced the foundations of an ancient town and castle.

Rounding the projection formed by this hill we require 5 m. more N.W. to

g. **Nauplia**. Ital. *Napoli di Romania*. Accommodation may be found here, but less than might be expected. It is one of the most ancient cities in Greece; here it was that Palamedes (son of Nauplius) detected the feigned insanity of Ulysses when sowing the sea-shore with salt, and was, by the vengeance of the Ithacan, put to death by the Greeks early in the Trojan war.

It became the seat of government after it fell into the hands of the Greeks, and so continued till 1834, when Otho removed his residence to Athens.

The approach from the sea is very striking. The lion of St. Mark and the arms of the Venetian republic over the gate, remind one that he is entering a modern stronghold. The grand and lofty rock *Palamede* rises precipitously, crowned with a strong fortress, inaccessible on all sides except at one point to the E., where it is connected with a range of barren hills. It is almost impregnable, and the Greeks only took it by blockade. The view from it is magnificent, embracing the plain of Argos, the mountains of Arcadia and Lakonia, and the beautiful Argolic gulf.

The second fortress, that of the *Acro-Nauplia*, is built on a peninsular rock rising above the town, at the foot of the *Palamede*. The summit is encompassed by walls, the foundations

of which are the only traces of antiquity in the vicinity. Numerous batteries protect it on either side. The fortifications of the town are all Venetian, and consist of an extensive wall, much out of repair, with out-works, bastions, &c. One of the chief batteries is called the *Five Brothers*, as it contains five Venetian 60-pdrs. To visit the fortresses an order from the military authorities is required. This is the chief fortress and garrison of the Greek kingdom.

The town is between the Acro-Nauplia and the sea, and is very unhealthy. The only ch. worthy of notice is that of St. Spiridion, where Capodistria fell by the hand of George Mavromichali.

The roadstead is one of the best in Greece; it is perfectly protected by both fortresses, and sheltered on all sides; with a great depth of water, and good anchorage in all parts. Within the port is a small castle, on an island called the *Burj*, now used as a prison.

[Nauplia is now, as it was in antiquity, the harbour of Argos, and a carriageable road unites the two, passing close to the ruins of Tiryns, whence it proceeds to Mykenæ. Rarely indeed are ruins of such antiquity and historical interest embraced within the limit of so short an excursion as that which unites those wonderful cities of heroic Greece.

Nauplia to Tiryns, 2 m. direct; by road, $\frac{1}{2}$ hr.

Tiryns to Mykenæ, 8 m. direct; by road, $2\frac{1}{2}$ hrs.

Mykenæ to Argos, 7 m. direct; by road, 2 hrs.

Argos to Nauplia, 5 m. direct; by road, 2 hrs.

The ruins of Tiryns are situated on a rocky mound which rises like an island from the plains of Argos. It is said to have been founded about 1379 B.C., and was destroyed by the Argives in 466 B.C. The walls are nearly perfect; they are composed of huge blocks of unhewn stone, piled one on the other without mortar,

and having no other cohesion than their own weight. The height varies according to their position, and the width is so great that long galleries have been constructed in the interior of the ramparts, where the defenders could shelter themselves as in modern casemates. Low posterns communicated with the plain towards the sea, but the main entrance to the citadel was on the opposite side, protected by a tower, said to have been the first ever built on Greek soil.

Mykenæ. Near the modern village of *Kharvati* (Arab. *Kharbat*, ruins) are the ruins of Mykenæ, the ancient capital of Agamemnon, built according to tradition in the 17th century before Christ by Perseus, the son of Jupiter himself, by which probably is meant that human tradition did not ascend beyond his birth. It was destroyed by the Argives after the Persian war, 466 years B.C. A tradition mentioned by Pausanias placed here the tomb of Agamemnon, who, with his companions, was massacred after a feast by Klytemnestra, on their return from Troy.

A short distance from Kharvati the ruins commence, and extend over a vast area. The city consisted of three distinct portions: the Acropolis, surrounded by Cyclopean walls, dominating the whole; a second fortified position below the former, and an open suburb of great extent. These were probably all co-existent, and it is outside of the Acropolis where we find the subterranean monuments known as *Treasures*. The most remarkable is that of *Atræus*, situated to the rt. of the road leading from Kharvati to the Acropolis. An avenue of ruins leads by a steep ascent to a massive gate formerly decorated with columns. The interior consists of two chambers, the first surmounted by a dome, not built as a true vault, but formed by horizontal layers of stone, overlapping each other, and gradually decreasing in circumference; the last is a simple slab, supplying the place of the keystone of a vault. There is evidence that this was once splendidly decorated with

plates of bronze. The second chamber is smaller, and excavated out of the rock. There are several other monuments of a similar kind.

The masonry of the Acropolis is not all similar to that of Tiryns; a part of it is of polygonal stones, carefully adjusted, and parts again are of perfectly regular courses of squared blocks. On turning round the ruins of the tower we enter a large avenue formed on the rt. by the tower, and on the l. by the wall of the *enceinte*, at the end of which is the celebrated *gate of lions*, so called from a bas-relief of two lions standing on their hind legs, and with their fore ones resting on a column or altar. Their heads have gone; possibly they may have been of bronze.

The great interest of the Acropolis, however, centres in the wonderful discoveries made by Dr. Schliemann, to which we must refer the reader: we can do no more than give a bare mention of them.*

Encouraged by his successes at Troy, he determined to explore the country of its conquerors, the capital of the Greek confederates under the sceptre of Agamemnon, the political and military centre of Homeric Greece. He made a preliminary examination of the site in 1874, but it was not till August 1876 that he set seriously to work. He first uncovered the threshold of the gate of lions, excavated round the Cyclopean constructions, discovered a system of canalisation, found many curious objects and sculptures, opened out the *Agora* or public place where the counsellors of the king deliberated, and eventually reached a building of large dimensions, containing seven chambers formed by Cyclopean walls and joined together by corridors, which he believes to be the palace of Agamemnon.

But this success, which would have satisfied many antiquaries, was not the object of Dr. Schliemann's excavations: nothing short of the tomb of Agamemnon himself would satisfy him; and at last, on the 28th November, 1876, he was able to announce to the

* Schliemann, 'Discoveries on the Sites of the Ancient Mycenæ and Tiryns.'

king of Greece, in French, his grand discovery: "Avec une joie extrême j'annonce à votre majesté que j'ai découvert les tombeaux que la tradition, dont Pausanias se fait l'écho, désignait comme les sépulchres d'Agamemnon, de Cassandre, d'Eury-médon et de leurs camarades tués pendant le repas par Clytemnestre et son amant Egisthe. Que Dieu veuille que ces trésors soient la pierre angulaire d'une immense richesse nationale."

We have not space to record all his proceedings or to describe the marvellous treasures, in gold, arms, &c., the mere intrinsic value of which is estimated at 5000*l*. The traveller must consult Schliemann's work, or better still inspect the treasures themselves at Athens.

Argos is a straggling modern town, with a deserted citadel behind it.

The Acropolis, anciently called *Larissa*, a ruined castle of Lower Greek or French construction, still retains some remains of the far-famed citadel of Argos. But, unlike those of Tiryns and Mykenæ, which remained desolate ever since their destruction 2000 years ago, the Larissa has been in constant occupation. It is situated on a conical hill, nearly 1000 ft. above the level of the sea, connected by a neck of land with a lower platform on the N.E. The city walls may be traced along the descent of the hill. A magnificent view is obtained from it.

At the S.W. extremity of the town are the remains of a theatre, originally built by the Greeks and restored by the Romans, and many other interesting ruins are scattered about.

The traveller may continue his journey on horseback from Mykenæ to Corinth by Nemea and Kleonæ, through the savage defiles called Dervenakia, where in 1822 the Turkish host of Dramali Pasha, that had foolishly advanced as far as Argos without supplies, was annihilated by the Greeks during its retreat; or again a much longer, but on the whole the most beautiful journey that the Morea affords, is that from Nauplia to Patras, which may be made to include the

lakes of Stymphalus and Phonia, the mountains Ziria, Chelmos and Olonos, the monasteries of S. George, Megaspelaion, Agia Laura, and S. Nicolas, and the town of Kalabryta.]

About 6 m. N.W. of Nauplia, at the foot of the hills beyond the marshy plain, is the source of the *R. Erasinus*, a powerful stream issuing from a large cavern, and doubtless the real outlet of L. Stymphalus, whose waters disappear in a *καραβάρον*, 18 m. N.W. The mouth of the stream is 3 m. from Nauplia, and the water is so clear and good that vessels usually stop here to take in a supply.

Other streams, having their origin far inland, issue in this same marshy plain, famous in mythology as the scene of Hercules' encounter with the Lernean Hydra, the said Hydra being very evidently the irrepressible springs of water.

Proceeding S. from the harbour of Nauplia, we find, about 8 m. distant, a remarkably fertile plain, extending some 6 m. along the coast round the bay once known as that of *Thyrea*. This was the district of *Kynuria*, whose possession was long disputed between Argos and Sparta. It is watered by two considerable streams, *Luku* and *Kani*. A mile S. of the mouth of the Luku is the modern *Astro*, whence it is $1\frac{1}{2}$ day's journey through the beautiful and interesting Tzakonian country to *Sparta*.

The Kani river flows from the highest part of the ridge of *Malevo*, anc. *Parnon*, whose loftiest peak, also called Kani, 6355 ft., is the most conspicuous object now for some distance. Just beyond the mouth of the Kani are some ruins supposed to be those of *Prasie*.

Beyond this again the coast is steep and rocky, and the country mountainous. The people of this district, known as *Tzakones*, are industrious and robust. The labour, which cultivates the currant-grounds to the N. and W. of the Morea comes largely from these parts.

18 m. S.S.E. from Prasie is a fine bay, affording shelter from the S., but

with scarce a single village on its shores.

This bay is terminated by the rocky point called *C. Saphlaurus*, beyond which the coast is more rugged than ever, and diversified by several fine headlands.

The principal mountain summits in this region are from 3500 to 4000 ft. 18 m. from *C. Saphlaurus* is a sharp point called *C. Vathy*, 2 m. beyond which is a tortuous inlet, on whose N. shore are found some remains of the ancient *Zaraz*. Other 3 m. and we turn *C. Ieraka*: again 3 m. more round *C. Kremidhi*, and we enter the fine Bay of *Monemvasia*.

On the N. side of this bay are two little gulfs, both open to the S.E. and separated by a promontory, the first is called the harbour of *Kremidhi*, the second that of *Palaa* (old) *Monemvasia*.

Beyond this, about 3 m. W. from *C. Kremidhi*, are the ruins of *Epidaurus Limer*, now called Old *Monemvasia*, situated on a cliff immediately above the beach.

The walls both of the Acropolis and the town are traceable all round, and in places still remain more than half their original height. Towards the sea-front there are two terrace-walls, one of which is a perfect specimen of the second order of Hellenic masonry.

Again some 2 m. S. we find *Monemvasia* itself, on the island or promontory anciently termed *Minoa*.

h. Monemvasia (*Μονεμβασία* = *μονή* *ἐμβασίς* = *single entrance*) is so called from its singular situation on the island, approachable from the mainland only by a bridge.

The island is about $\frac{1}{2}$ m. in length and one-third as much in breadth, its length being at right angles to the direction of the main shore. The place is divided into two parts; the castle, on the summit of the hill, and the town, which is built on the southern face of the island towards its eastern end. The town is enclosed between two walls, descending directly from the castle to the sea: the houses are piled upon one another, and intersected by

narrow intricate streets. Many of the buildings are of Venetian construction. All is now ruinous and desolate.

Monemvasia figures largely in the mediæval Greek history, and suffered cruelly during the War of Independence.

i. **Cape Malea**, still retaining its ancient name, is 18 m. S.S.E. of Monemvasia. The mountain range, which has girded the Lakonian coast all the way from *Prasieæ*, continues to the last, being more than 2500 ft. high within 2 m. of the extremity. After rounding it we come to the island of *Cerigo*, the ancient *Cythera*, until lately one of the Ionian Islands. This island was so convenient a station from which an enemy might threaten the Lakonian coast (during the Peloponnesian war it was occupied by the Athenians with that very object) that the Spartans used to say "It were well for Lakedæmon if *Cythera* were sunk under the sea."

The chief harbour is that of *St. Nicholas*, on the E. coast, 15 m. S.E. from *C. Malea*, probably the site of the ancient capital. There is another at *Kapsali*, to the extreme south.

The length of the island from N. to S. is 17 m.; the greatest breadth 10 m. Its surface is rocky, mountainous, and almost uncultivated, but some parts of it produce corn, wine, and olive-oil. Its honey is celebrated. The chief town, or rather village, bears the same name as the island, and is situated near its S. extremity. It stands on a narrow ridge, 500 yds. in length, terminating at the S.E. end in a precipitous rock, crowned with a mediæval castle, which is accessible only on the side towards the town, by a steep and winding path, but is commanded by a conical height at the opposite end of the ridge. There is excellent quail shooting in spring and autumn; and the peasants are very expert in catching the birds on the wing in a sort of landing-net.

The principal curiosities of *Cerigo* are two natural caverns; one in the sea-cliff at the termination of the wild, and, in some places, beautiful glen of

Mylopotamos. The other is known as the cave of *Sta. Sophia*, from the dedication of a chapel at its mouth, and is situated in a valley about 2 hrs.' ride from *Kapsali*.

Immediately to the N. of the northern extremity of *Cerigo*, *Cape Spathi*, and separated from it by a channel $4\frac{1}{2}$ m. wide, is the islet of *Elaphonisi*, anc. *Onugnathos*.

The mainland approaches this on the N. within half a mile, but sheers away to the E., leaving a fine, almost circular bay, 3 m. in diameter, perfectly sheltered on 3 sides, and toward the S. more or less covered by *Cerigo*.

15 m. N.N.W. of the outer point of *Elaphonisi* is another deep bay, formed by the lofty projection (1000 ft.) of *C. Xyli*, itself probably originally an island. To the E. of this bay, which affords good shelter except from the S., are some ruins now called *Blitra*, supposed to be those of *Asopus*.

On the coast to the N. of *C. Xyli* other ruins are found, 3 and 5 m. distant respectively from the cape.

8 m. N. of *C. Xyli* is the isolated mountain of *Kurkula*, about 3000 ft., whose slopes extend to the shore in the N.E. angle of the Lakonian gulf. About 2 m. W. of the mountain and a mile in-shore are the ruins of *Helos*, somewhat to the E. of the modern village of *Durali*.

Helos, before the rise of *Sparta*, was the principal port of *Lakonia*. It was subdued and enslaved by the *Lakedæmonians*, and the name *Helot* gradually extended to all the serf population of *Lakonia* and *Messenia*.

We now skirt the maritime plain of *Helos*, for 7 m. due W., and pass the mouth of the famous *Eurotas*, the river of *Lakonia*, which province is simply the *λάκος*, Lat. *lacus*, or valley of this river, the second largest in the *Morea*.

Rising in a wild mountain district to the extreme N. of *Lakonia*, it runs S.S.E. for 40 miles, receiving the whole drainage both from the W., of *Mt. Malevo*, anc. *Parnon*, and, from the E., of *Pentedaktylo*, anc. *Taygetus*; it flows past *Lakedæmon* itself, and finally through marshes and sand-banks reaches the sea,

At the extremity of this plain we find 3 rocky islets, called *Trinisa*, near the coast, which mark the frontier of the district of *Maina*.

k. 4 m. S.W. of these islets we find *Marathonisi*, anc. *Gythium*, during the time of Sparta's power, as also now, the chief port of Lakonia. *Marathonisi* has given its name to the gulf, but itself is fast becoming known as *Gythium*. It is but a poor town; its houses seem to grow out of the rock, being huddled one behind the other on the edge of the sea, and on the slope of a hill above. There is now steam communication once a week between this place and Athens. Near it are the remains of *Gythium*, called *Palæopolis*, in a valley terminating in the sea, and enclosed by mountains, prettily broken, partly cultivated, and partly covered with valonia oaks. Ninety yards inland from the shore are the remains of a theatre.

A rocky island, with a modern tower, forms a breakwater for the port. Hither Paris carried Helen after their elopement.

[From *Marathonisi* a carriage-road leads up the beautiful valley of the Eurotas to Sparta, 22 m. direct: by the road, 9 hours.]

1. From *Marathonisi* we sail S. for 22 m. towards *Cape Matapan*, anc. *Tenarum*. This very remarkable promontory is formed by *Mt. Pentadaktylo*, anc. *Taygetus*, a range which, beginning on the frontiers of Arcadia, runs S. in an unbroken wall for nearly 60 m., attaining its greatest elevation about midway in the peak of *S. Elias*, anc. *Taletum*, 7902 ft. (decidedly the highest in the Morea), and consisting for the last 15 m. simply of a lofty, precipitous and narrow ridge washed on either side by the waves.

Nothing can exceed the magnificence of this mountain range as seen from the Lakonian gulf. A very forest of pinnacles, peak after peak, one pointed summit beyond another, higher and higher to the northward, it culminates at last in the graceful spire of *S.*

Elias, that rises dominant over the whole S. of the Peloponnese. And if this range decreases in altitude toward the S., in wild grandeur it increases still, till in *Cape Matapan* it has a termination for precipitous boldness and savage desolation scarcely equalled in Europe.

The character of the inhabitants of this wild region corresponds well with the scenery. *Maina*, as it is called, has been for centuries the refuge of a race half-patriot, half-brigand, in whom something of the character, as also of the language, of the ancient Spartan still survives.

Brave, active, enduring, and hospitable, at the same time treacherous and revengeful, and much given to robbery, piracy, and wreckage, they have maintained themselves in a savage stage of semi-independence, giving but little allegiance and less obedience either to Byzantine emperor or to Turkish sultan: even now they retain many of their peculiar characteristics, but these happily of the better kind.

A number of *Mainats* emigrated in the 17th cent., and settled in Corsica, where their Greek villages are still distinguishable. Among the emigrants were some called *Kalomeros*, of which name *Buonaparte* is a literal Italian translation. Hence it is commonly believed in *Maina* that the Great Napoleon was by origin a Greek.

During the Greek War of Independence the *Mainat* chief, *Petro Bey*, played a leading but not distinguished part. It was his son *George Mavromichali* who assassinated *Capodistria* at *Nauplia*.

About 3 m. short of *C. Matapan* is the beautiful circular harbour of *Kaio*, anc. *Psamathus*, called by the Italians *Porto Quaglio* from the number of quails that alight here at the time of their passage, sheltered from every wind, with a fine sandy bottom, and depth of water for large ships, except at a shoal near the entrance. About a mile to the N. is *Port Azumato*, which affords good shelter from all winds except those between S. and

S.E. The hills around are not so high as those at Port Vathy, and a vessel at anchor would not experience such heavy squalls as at that port.

2 m. S. of this, on a point projecting E., is a dilapidated church, *τῶν Ἀσωμάτων* = the *Bodiless Ones*, i.e., the *Angels*. Part of the ch. consists of Hellenic masonry, and there can be little doubt that here was the celebrated *Temple of Tanarian Neptune*.

Another harbour, called *Vathy*, is formed by this cape.

A mile farther S.W. is Cape Matapan itself, the southernmost point of Greece. There is a shoal in the centre of the port with a depth of 2½ fms.; on either side there is from 7 to 10 fms. The best anchorages are on the S. and W. parts of the port. 7 m. N.W. of Cape Matapan we find a broad bold projection of the coast, known as *C. Grosso*, requiring a circuit of 8 or 9 m., after which, just beyond the long low promontory of *Tigani*, we enter the bay of *Mesapo*, reputed the best harbour on the W. coast of Maina.

Again 9 m. N. of this is another deep recess of the sea, shaped like a hammer-head; at its S. end is *Trimova*, at the N. end *Vitylo*, anc. *Ettylus*, where was a temple of Serapis, some remains of which still exist. The family of Kalomeros before mentioned were from *Vitylo*.

Again 13 m. N.N.W. is *Skardhamula*, occupying the site of the ancient *Kardamyla*, on a rocky height about 1 m. from the sea. There remain some traces of the Acropolis fortifications.

Beyond *Skardhamula* the country, hitherto sterile and forbidding, becomes more fertile. The villages are numerous, the population considerable, groves of olives and cypresses abound, and there are also churches of the Byzantine period.

A circuit of 8 m. round the square-headed projection terminating southwards in *K. Kephali*, brings us to *Kiiries*, standing upon a rock, deeply embayed within surrounding mountains. There is great depth of water in the bay, even up to the rocks, so

that it is necessary to secure vessels by hawsers attached to the shore.

m. Hence it is 5 m. nearly due N. to *Kalamata*, the principal place in *Messenia*, where a British Vice-consul resides.

Here there is tolerably good accommodation for travellers. It derives its name from the ancient *Kalamæ*, which stood about 2 m. inland. The town is about 1 m. from the sea, on the l. bank of a torrent flowing from Mount *Taygetus*. A hill rising behind the town is crowned with a ruined castle of the middle ages, and is strengthened by a perpendicular cliff towards the torrent.

The chain of lofty mountains, which protects the town from the N.E., renders the climate one of the mildest in Greece. Here the blast of winter is unfelt, while the heat of summer is never oppressive. The roadstead is only fit for the summer months.

The environs were well-wooded before the War of Independence, but the trees were cut down, or sawn across 3 ft. from the ground, when Ibrahim Pasha ravaged the plain. In many places the groves have been replanted. *Kalamata* carries on a considerable trade in oil, silk and figs, and of late years currants have been grown largely in the neighbourhood.

[An excursion may be made from this place to *Sparta*, over Mount *Taygetus*. There are three or four routes to choose from, but the shortest and finest, practicable only in settled weather, through perhaps the very grandest scenery in the *Morea*, is through *Kutzava*, *Sitsova*, and *Stavro*—a ride of about 14 hrs.; direct distance, 15 m.

Another excursion is to the ruins of *Messene* on Mount *Ithome*, also 15 m. direct distance, which are splendid specimens of the grandeur and solidity of the Hellenic military architecture. The traveller will do well to put up for two nights at the beautifully situated monastery of *Vurkhanos*, 1 hr. distant from *Messene*, and devote the

intervening day to the examination of the ruins.]

From Kalamata W. for 10 m. the country is flat, extremely productive, but often completely inundated by the numerous streams, of which the *Pamisos* is the principal. This river, whose mouth is 6 m. from Kalamata, is even navigable for small boats. About 3 m. up the river is *Nisi*. The extent of the Messenian plain can scarcely be less than 100 sq. m., all of it of extreme richness, were the rivers, which now turn so much of it into unwholesome marsh, restrained within proper limits.

In the N.W. corner of the Messenian gulf, where the coast again becomes lofty, is *Petalidhi*, on the site of *Korone*, where traces still exist both of the acropolis and of the ancient mole.

n. 10 m. S. of Petalidhi, on a point projecting E., are the uninteresting remains of the mediæval *Koron*, on the site of the ancient *Asine*. This was an important post when the Venetians held the Morea. The roadstead is, however, much exposed.

6 m. S.W. from Koron is the S. point of Messenia, *C. Gallo*, anc. *Akritas*. Off this, at a distance of $\frac{1}{2}$ m., lies the islet of *Venetiko*. A small steamer may pass safely through the channel. 5 m. W. of this is the larger island of *Gabrera*, and again 4 m. N.W. that of *Sapienza*, between which and the mainland the channel is not much more than a mile broad, and 4 fathoms deep. These three islands, anc. *Enusææ*, are steep and rocky, and the mainland opposite is very barren. Due N. from *Sapienza*, and 11 m. N.W. from *C. Gallo*, is *Modon*, anc. *Methone*, a considerable fortress under the Venetians, now ruinous and desolate. There are some remains of antiquity 2 m. inland.

At the S. extremity of the town is an old lighthouse, and beneath it an ancient wall, enclosing a port for small craft. The great harbour for ships of war is formed by the island of *Sapienza*,

5 m. N. of Modon is

o. *Navarino*, called by the Greeks *Néokastron*, the new Castle. It is situated on a cape, projecting towards the S. end of *Sphakteria*, off which there is a rock, called, from the tomb of a Turkish saint, *Delikibaba*. Between this rock and the fortress is the entrance to the Bay of Navarino; a noble basin, with a depth of from 12 to 20 fathoms of water. The safest anchorage is about the middle of the port, behind the low rock called *Chelonaki* (*χελωνάκι*), from its likeness to a tortoise. The northern entrance to the harbour, i.e. that between *Sphakteria* and Old Navarino, is now choked up with a bar of sand, and is passable only in small boats. A S.W. wind brings a great swell into the harbour of Navarino.

There can be no hesitation in identifying Old Navarino with the ancient *Pylus*, the "well-built city" of Nestor.

The harbour of Navarino is shut in by the island of *Sphakteria* or *Sphagia* (i.e., slaughter-house), famous in the Peloponnesian war. A visit to *Sphakteria* will enable the traveller to verify the graphic accuracy of the local descriptions of Thucydides. The well near the centre of the island, where the Spartans were surprised by the Athenians, and the craggy eminence at the northern extremity, to which they retired before their final surrender, are both easily recognisable. The island is now inhabited only by hares and red-legged partridges; and the wood which once covered it has never grown up since it was burned down by the Athenians. There was some hard fighting here again during the Greek War of Independence; and the history of *Sphakteria* recalls the etymology of its name. The island, which is 3 m. in length, has been separated, towards its southern extremity, into three or four parts by the violence of the waves, so that, in calm weather, boats may pass from the open sea into the port by means of the channels so formed. On one of the detached rocks is the tomb of the Turkish santon before mentioned. *Sphakteria* is said to be the scene of Lord Byron's 'Corsair.'

and was long famous as a resort of pirates.

A castle was built at Navarino by the Venetians at the end of the 15th cent. During the War of Independence it was alternately in the hands of the Turks, Greeks, and Egyptians.

Here Ibrahim Pasha landed a disciplined Egyptian army of 8000 men in May 1825, and occupying the fortresses of Navarino, Modon, and Koron, completely recovered the military command of the Morea, the government of which was promised to him by the Sultan. His conduct was marked by good faith, firmness, and moderation, hitherto rare on either side; at the same time his policy of gradually deporting the inhabitants and importing Africans and Asiatics in their room threatened the Greek nation with entire destruction.

To prevent this practical extermination of a Christian people, England, France and Russia at last interfered, and, in July 1827, combined, to the great joy of the Greeks, to enforce on the Turkish and Egyptian forces an armistice both by land and sea, which was to be preparatory to a general pacification.

The allied fleet remained off the W. coast of the Morea to watch the proceedings of Ibrahim Pasha, who submitted to the armistice only under compulsion. At the beginning of October, Ibrahim received the news of the entire destruction of his squadron in the Gulf of Corinth by the steamship *Karteria*, under the command of Frank Abney Hastings, the enterprising English Philhellene.

Considering this a breach of the armistice, Ibrahim made three several attempts to evade the allies, and enter the gulfs of Patras and Corinth to chastise Hastings. Sir Edward Codrington, the English admiral, compelled him to return to Navarino, and on the 18th of October the three allied admirals resolved, as the most effectual mode of enforcing the armistice, to enter the Bay of Navarino, and there to blockade the Ottoman fleet. It was expected that as Ibrahim when at sea did not venture to engage the

English squadron alone, he would submit at once at the sight of the allied fleet. Accordingly, on the afternoon of October 20, the combined squadron of 27 sail in all, mounting 1270 guns, prepared to pass the batteries at the entrance, in order to anchor within the bay. The Egyptian fleet consisted of 82 sail, mounting 2000 guns, but its superiority was in number only. However likely these proceedings of the allies were to provoke a collision, strict orders were given that no gun should be fired unless the example were first set by the enemy. Ibrahim, perhaps as anxious as they to avoid a catastrophe, allowed the European ships to enter without opposition, when he might easily have destroyed them in detail; and the greater part of the English and French vessels were already placed in order of battle, when the Turks fired with musketry upon a boat sent from H.M.S. *Dartmouth* to one of their fireships, and also upon the pilot of Sir E. Codrington, who was being sent on board the Turkish admiral; at the same time a cannon shot was fired by a Turkish vessel at the French *La Sırène*, which was instantly returned, and the battle became general. The dying away of the breeze kept the Russian division from sharing in the first brunt of the battle, and for two hours the Mohammedans resisted with irregular and ill-directed, but persevering fire, the steady and skilful cannonade of the Europeans, until, overpowered by the arrival of the Russian vessels, they abandoned their ships one after another, and set them on fire. After four hours all resistance had ceased—the Turkish fleet was almost annihilated; but as evening fell the allied ships, which were compelled to pass the night inside the bay, found themselves in imminent peril from the burning vessels drifting about them in every direction. The crews, which had been fighting all day to destroy the ships of their enemies, had now to labour all night to save their own from the blazing wrecks, whose explosions one after another threatened

destruction to them all. Of the 82 Turkish vessels but 29 remained afloat the next morning: of the allied vessels none were lost, but many had suffered severely, especially the flag-ships of the three admirals.

Ibrahim Pasha was now compelled, under threats of the entire destruction of his forts and remaining ships, to acknowledge himself in fault and hoist a white flag; and peaceful relations between the Turks and their faithful "allies," the English, the French and the Russians, were immediately resumed.

The intelligence of the battle of Navarino was received with exultation in France and Russia, but the English Ministry were doubtful what to say of it, and their successors in office did not hesitate to express their disapprobation of the "untoward event."

Though the destruction of the Mohammedan armament by the Christian powers pointed clearly enough to the ultimate expulsion of the Turks from Greece, it by no means finished the war.

Ibrahim was left in possession of the Morea, but, knowing now that he would not be allowed to retain it, he altered his conduct, hitherto so humane, and spent the rest of his time in devastating the country, burning the villages, cutting down the fruit-trees and firing the forests. Only two months after the battle, 2000 Greek slaves were sent by him to Alexandria from Navarino, which Sir E. Codrington, dismayed at the censure passed on his former readiness of action, was powerless to prevent. It was not until September in the following year that the arrival of a French army of 14,000 men compelled Ibrahim to relinquish his hold of the country which he had in reality re-conquered for the Sultan. Ibrahim doubtless received hard measure from his "allies," but his conduct under provocation was such as to go far to rob him of the reputation he had fairly earned as a wise and merciful ruler, as well as an able general.

One cannot but see with great regret so little use made of this magnificent

harbour. The extremely fertile districts of Messenia, Triphylia and Pyrgos might easily be connected with it by railway; it is practically a good deal nearer for English vessels than any of the dangerous roadsteads, such as Kalamata and Katakolo, from which so large a part of the constantly increasing currant crop is shipped to England. Apparently designed by nature to be the centre of the trade of the Morea with Western Europe, it is doing—nothing.

It is certainly remarkable that, whereas hitherto the Peloponnesian coast has abounded with most excellent harbours, sheltered to perfection, Navarino once passed, there does not occur again, all the way to the Isthmus of Corinth, a single harbour deserving of the name. The roadsteads of Patras and Vostitza are safe only because they are in narrow seas.

p. Proceeding N.W. from Navarino for 10 m., one can pass between the Island of *Prote* and the shore. Beyond is the town of *Philiatra*, picturesquely situated amongst vineyards, olive and cypress trees, and doing a considerable and increasing trade in currants; further N. again is *Arcadia*, built on the site of the ancient *Kyprisia*, about 1 m. from the sea, on the narrow summit of a rock, connected with a high mountain. The castle commands a fine view of the slope which descends to the sea, and is itself a beautiful and picturesque object from a distance. The houses extend over the flanks of the ridge.

The traveller must distinguish between the modern town *Arcadia* and the well-known inland province of the name, whose nearest point is at least 15 m. distant.

Neither here nor at *Philiatra* is there anything like a harbour. In the open roadsteads during the winter scarcely a single vessel appears.

[*Kyprisia* is the most convenient starting-point for excursions to *Mi. Eira*, the stronghold of the great Messenian hero *Aristomenes*; to the splendid ruins of *Megalopolis*: or to

the beautiful Temple of Apollo Epicturius, erected at Bassæ by Ictinus, the architect of the Parthenon at Athens, at the charge of the city of Phigaleia, as a thank-offering to the god after a deliverance from plague. This temple is in better preservation than any other in Greece, excepting only that of Theseus at Athens. From Kyparissia to the ruins of Phigaleia is about $7\frac{1}{2}$ hrs., whence to the temple it is other $2\frac{1}{2}$ hrs., rather of scrambling than of walking.

These distances might be considerably shortened, if the weather permitted a landing from a yacht at the mouth of the R. Buzi, anc. Neda, the northern boundary of ancient Messenia, 9 m. N. of Kyparissia.]

10 m. N.W. from the mouth of the Neda is *Katapha*, near to the ruins of *Samikum*, situated between two long lagoons, themselves separated from the sea by a long, low, narrow bank. Here are wild-fowl in abundance, excellent fisheries, remains of some Roman sulphur-baths, and also of the ancient wall built to defend the fertile provinces to the N. against hungry plunderers from the S.

8 m. farther N.W. is the mouth of the *Ruphias*, anc. *Alpheus*, a very considerable river, by far the largest in the Morea, draining the whole of the central province of Arcadia, and the S. half of Elis. Near this, at the head of the largest lagoon, is *Aguliniza*, also a favourite resort for sportsmen.

From the mouth of the Alpheus a course of 7 m. W.N.W. brings us, passing by a third lagoon, to

q. *Katakolo*, the port of Pyrgos, sheltered by a long promontory from the N. and W., but exposed to a tremendous sea from the S. A fine mole is, however, in progress, which it is hoped will render it a safe refuge at all times. In August and September many steamers are here loaded with the currants grown in vast quantity in this neighbourhood.

r. *Pyrgos*, about 5 m. E. of Katakolo,

and connected with it by carriage-road, is a busy, growing town, healthily placed on a well-watered slope, surrounded by miles of currant-vineyards.

A railway between Katakolo and Pyrgos has been contracted for but not yet (1882) commenced. This will facilitate a visit to Olympia from the sea: the distance is 6 miles.

The name Pyrgos, which is simply *πύργος*, a tower, is excessively common throughout Greece, but this town is the Pyrgos *par excellence*, and is always intended when that name is used, unless there be reason to understand some other local Pyrgos close at hand.

[About 10 m. E. of Pyrgos are the ruins of Olympia, now easily accessible by a carriage-road, which, after an uninteresting course through vineyards and across a marshy plain, after about 5 m. reaches the Alpheus, and follows its N. bank more or less closely for the rest of the way. The river flows swiftly through a beautiful broad flat valley, bounded on either side by well-wooded, steep, broken hills.

The ruins lie immediately under the N. range; the river used formerly to run on the other side of the valley, but during the exceedingly wet winter of 1874-5 it cut for itself a new course dangerously near to the antiquities.

Here for upwards of 11 centuries were celebrated, every fourth year, those famous games, to which we owe not only the odes of Pindar, and the chronology of all Hellenic history, but many of the masterpieces of Greek sculpture, from which modern art has drawn some of its highest inspirations. In the 2nd century after Christ the sacred precinct at Olympia had become one vast museum, in which the progress of art might be traced from the earliest period down to that of the Antonines. It was then visited by Pausanias, who devotes two whole books to a description of what he saw there. The colossal statue of Zeus in gold and ivory, the work of Phidias, the Heraion and other temples, the Philippeion, containing statues of the Macedonian

kings, and the priceless Treasures contributed by various Greek states. He gives a list of 300 statues dedicated by winners in the games, and he indicates the positions of the Stadium, Hippodrome, Gymnasium, and other public buildings. These festivals were suppressed by Theodosius in 394 A.D., and no doubt the treasures had already been dispersed by the Gothic invaders under Alaric in the preceding year. The exploration of the site was carried out by the German Government between 1875 and 1881, at a cost of nearly 40,000*l.*, in virtue of a convention with Greece, whereby the former obtain nothing for themselves but glory, and casts of the antiquities recovered.

Amongst the monuments and objects thus excavated the following sculptures and architectural works have been brought to light:—(1) About 180 statues in a very variable state of preservation, groups, reliefs, busts, &c., among them the *Hermes* of Praxiteles, the *Nike* of Paionios, the groups from the Temple of Zeus, the pediment of the treasury of Megara, &c.; (2) 1500 fragments, belonging to the statues, &c., just mentioned; (3) 400 inscriptions and 600 fragments of lines; (4) more than 14,000 art objects of copper; (5) about 4000 of clay; (6) about forty buildings or foundations of buildings; (7) 6000 coins; and (8) a smaller number of pieces of iron, lead, glass, &c. The archaeological institute of Athens has promised to carry on the work, but at present (1882) the objects discovered are shut up and sealed in the temporary wooden museum.

On one of the wooded heights to the S. stood *Scyllus*, the home of Xenophon in his old age.]

s. The whole coast from Pyrgos to Patras, a distance of nearly 60 m., consists of a broad belt of level ground, in some parts as much as 10 m. wide, broken only by the small groups of hills, 700 or 800 ft. high, at Cape Clarentza and Cape Papa. The soil is for the most part dry and gravelly, and in ordinary weather carriages can

pass the whole way partly on an indifferent made road, but for nearly half the distance on a natural one far superior to any yet made by the hand of man in Greece. There are, however, marshy places to be crossed, and lagoons, dry in summer, near which one must pass, whose exhalations render this magnificent plain almost uninhabitable in the hot weather, by reason both of fever and of mosquitoes. In winter it is pleasant enough, but the yellow complexions of the scanty and fever-stricken population are at all times sad to see. Drained and cultivated, this region might support, as of old, a very large population.

[The road from Pyrgos passes through *Gastuni* (15 m.), leaves Cape Clarentza far to the rt., crosses the R. *Gastuni*, anc. *Peneus* (17 m.) by a ferry, and at about 27 m. enters a beautiful forest 15 m. across of valonia oaks, magnificent trees, with but little underwood. At *Ali Tchelebi* (32 m.) is a farm belonging to the monastery of Megaspelaion. Here travellers provided with letters may find accommodation. Close by is one of the aforesaid shallow lagoons, dry in summer, between which and the sea is a second forest, even more magnificent, of enormous stone-pines. It is impossible to overestimate the beauty of this region on a clear winter's day. A fine soft turf stretches uninterruptedly from one gigantic stem to another; each tree stands out singly in full perfection of growth; the wide-spreading branches with their thick dark foliage nowhere even approach the ground; snow-clad peaks, distant indeed but brilliantly distinct, appear in all directions between the stems; the scene is as unusual as it is lovely, and well worthy of a visit even at much pains.

Alas! an ignorant and short-sighted peasantry, in no way hindered by a weak and corrupt Government, is destroying these magnificent trees at its pleasure! Quite recently a fire, probably not accidental, has devoured a number of the finest!

Large flights of woodcock settle

about Ali Tchelebi in cold winter weather. Wild duck and other waterfowl are abundant round the lagoons, and partridges and hares on the nearest hills; but every peasant has his gun, and game of all sorts is mercilessly shot down at all seasons (the very eggs are taken from the nests), so that it is rapidly becoming scarcer and scarcer, and if the destruction continues at its present rate, in a few years no game at all will be found in the whole Morea, saving only the birds of passage at the times of their flight, and these in greatly diminished numbers. At the same time the traveller will hear with surprise that wolves are increasing in number, and any winter of unusual severity brings not a few of these ferocious beasts from the fastnesses of Mount Erymanthus into this thinly inhabited plain.

From Ali Tchelebi the road continues through 8 or 10 m. of level oak forest, leaving Cape Papa and its group of hills some distance to the l., and strikes the coast of the Gulf of Patras at the village of *Achaia* (42 m.), crosses the river Kamenitza by a ford, and continues other 14 m. close along the shore to *Patras* (56 m.).]

Supposing the journey to be made by sea from Katakolo to Patras, a run of 25 m. N.W. will bring one fairly past the large square promontory known as *Clarentza* (anc. *Chelonatas*), crowned by the conspicuous *Castel Tornese*. The island of Zante is beautifully seen to the l., and the Black Mountain of Cephalonia becomes an imposing object ahead. The course must now be changed to N.N.E., and it is another 25 m. to *Cape Papa* (anc. *Araxus*). Those who would visit the pine-forest of Ali Tchelebi from a yacht will find it the easiest way to land in the little bay of *Kunupeli*, just to the N. of two curious small rocky hills which rise directly out of the sea, some 8 m. short of Cape Papa. Hence a short walk will take them into the heart of the forest. A very splendid panorama, of forest, mountain, sea and islands, may be obtained at little pains from the summit of either of these hills, which are little over 100 ft. high.

Kunupeli is on or near the site of *Hyrmine*, of which nothing now remains. The modern name refers to the *κυνόνια*, or mosquitoes, which in summer swarm in the adjacent marshes.

The disappearance of ancient buildings is general on the coast of Elis, and is to be attributed partly to the accumulation of alluvial soil.

Farther inland, beyond our limits, are remains in plenty.

The bay of Kunupeli gives very fair shelter during storms from the N.E. (very violent and very common here in winter), but against W. gales a refuge must be sought in the roadstead of *Karavostasi*, on the other side of Cape Papa, which is itself most dangerously exposed to gales from the E.

Faint traces are discernible in this neighbourhood of ancient trenches and other engineering operations for draining this low-lying country. Some attempts in this direction were also made by Prince Soutzo a few years back, but his overseer was carried away by brigands, and he abandoned the project in disgust. At Ali Tchelebi may still be seen the wrecks of his agricultural machines, regarded by the natives with the greatest contempt.

4 m. N. of Kunupeli the rocky hills of Cape Papa rise precipitously from the marsh to a height of 800 ft. A grand panorama is obtainable from some of these.

Conspicuous from Kunupeli or Cape Papa, and about 15 m. N.W., are 2 lofty rocks that seem to rise directly from the sea. They are termed the *Skrophææ*, and are valuable landmarks for the navigation hereabouts, where the coast line is generally so low. *Vide* 82 h.

A wide berth must be given to *Cape Papa*, on account of a long projecting sandbank, which has been fatal to many an English currant steamer. A lighthouse has at last been placed here.

Throughout this voyage from Pyrgos to Patras the Alpine group of peaks now called *Olonos* (7300 ft.), once better known as *Erymanthus*, is splendidly seen. Not less remarkable is the smaller mountain of *Santameri* (3300 ft.), whether it presents to view its curi-

ously notched ridge, as seen from Kunupeli, and again from Patras, or shows as a knife-edge when seen end on from the N.

The name Santameri, a corruption of St. Omer, is a relic, like Clarentza, Gastuni, &c., of the dominion of the Frank barons Champlitte and Villehardouin in the N.W. of the Morea during the 13th cent.

Parnassus is distinctly seen before one enters the Gulf of Patras, but soon afterwards disappears behind other mountains.

The Gulf of Patras, about 20 m. long by 12 m. across, forms a kind of antechamber to the gulf of Corinth, by which it is connected by a strait not more than $1\frac{1}{2}$ m. broad.

The land is low on either side at first and the scenery comparatively tame, but near Patras, when the mountains on either side draw towards each other as if to bar altogether any further progress, the outer gulf forms a worthy introduction to that inner one, which of the many gulfs and bays of the Mediterranean must bear away the palm for magnificence and interest.

To the l. as one passes C. Papa is the town of *Mesolongi*, surrounded by extensive flats, lagoons, and marshes, presenting nothing of interest to one viewing them from a ship's deck (see p. 255).

But immediately opposite to Patras Mt. *Varassova*, 3100 ft., a solid mass of limestone, bearing a singular resemblance to the rock of Gibraltar, though more than doubling it in height, rises perpendicularly from the marsh and sea.

Just beyond this Mt. *Kakiscola*, 3800 ft., a beautifully-formed pyramid, entirely destitute of vegetation, rises also immediately out of the water. A whitish scratch at its base is the quarry from which modern Patras has been built.

To the rt. the peaks and precipices of Mt. *Erymanthus*, generally known now as *Olonía*, continue most conspicuous, till as one nears Patras they are hidden behind smaller mountains, and the huge mass of Mt. *Voidhia*, anc.

[*Mediterranean*.]

Panachaicus, 6322 ft., directly in front, becomes the prominent object in the scene.

The mountain some 40 m. to the N.E., that shows so magnificent a face to the N., is *Guiona*, 8241 ft., before mentioned as the highest summit in Greece, considerably overtopping Parnassus, which is no longer visible. *Guiona*, though a magnificent mountain, is unknown to history, and unsought by tourists. We mention it here, for it will not again be so well seen from the sea.

Little inferior to it in height and beauty is its neighbour to the N., so similar in form, *St. Elias*, 8186 ft.; or the mountain beyond that, *Vardousia*, 7762 ft.

These three form certainly one of the finest ranges visible from the Mediterranean, whether regard be had either to height or form, and it is strange that they should be so little known.

t. *Patras* (*al* Πάτραι, in Greek; Ital. *Patrasso*). Pop. 30,000.

Inns: *Grand Hôtel de Paris*, and several others.

Vessels can coal, at a cost of 37 to 44 frs. per ton.

British Consul: T. Wood, Esq.

Consul U. S.: Ed. Hancock, Esq.

English Chaplain: Rev. L. Burne.

Several good roads are in course of construction near Patras, especially one to Vostitza; the work is going on (1882) from both ends.

To the very foot of Mt. *Voidhia* on its W. side a plain stretches inland 3 or 4 m., bounded to the N. by a spur of the mountain, which runs down towards the sea, and within a $\frac{1}{2}$ m. of the shore turns abruptly to the southward and gradually sinks down into the plain, leaving toward the sea a steep face, from beneath which, again, the ground slopes gently and regularly to the water's edge. On this strip of gently sloping ground, narrowest at its N. end, and widening considerably towards the S.W., stands modern Patras, the largest town in the Morea, and the most important commercial emporium in Greece. It is, however,

rapidly spreading round the base of the said hill, and covers also its southward slope, where stood both the ancient and the mediæval one.

Harbour there is none, properly so called; but a short mole gives protection to small shipping, and taxes have long been levied for projected harbour works, some day to be begun. The open roadstead, however, affords very fair anchorage, nor can the heaviest gale in so small a gulf raise any sea to be really feared, though enough not unfrequently to hinder the loading of steamers. The only serious danger is from the fury of the squalls which swoop down upon the water from the high mountains around.

Possessing great facilities of communication by sea with the W. of Europe, Patras, though from the earliest times a place of some importance, has chiefly flourished when Greece was under foreign dominion. Hence, unlike many cities more famous than itself in classical times, it has had a continuous history for upwards of 2000 years. It is mentioned by Herodotus, and was one of the four cities which, about 250 B.C., formed the afterward famous Achaean league.

Under Roman rule, Patras prospered greatly. After the battle of Actium, Augustus made it a Roman colony, and the capital of Peloponnesus.

Here, a century later, the Apostle S. Andrew was crucified by the Proconsul Ægeas.

The Scottish traveller will remember with interest the tradition which assigns the foundation of St. Andrews to a monk of this place. St. Regulus, it is said, having been warned in a vision, sailed away from Patras with the relics of the apostle; he was wrecked on the coast of Fife, where he converted the natives to Christianity and founded the stately church, called by his name, the square tower of which is still as perfect as when first built.

Pausanias found Patras a populous manufacturing town, growing abundance of flax in the plains now devoted to the currant-vine, and rich in temples and public buildings.

The few remains of antiquity now

to be seen scarce give a fair idea of the former grandeur of the place. This is partly due to its continuous occupation and frequent calamities in war, and partly to the terrible earthquake about 550 A.D., the most destructive ever known in Greece, which overthrew Patras entirely. *Vide* 78 f.

Patras continued an important and busy place during the palmy days of the Byzantine empire; stood frequent sieges, both from Slavonians and Saracens, but held its own till it fell with the Byzantine power at the beginning of the 13th century.

A body of French barons in 1205 A.D. invaded and conquered the Morea, one of whom, Geoffrey Villehardouin, began the present castle in 1207. He used in the most unsparing manner the materials of the fallen temples, and in one portion of the wall appear at least 100 columns laid across it, and showing only their round ends.

The Greeks recovered possession of their country but very shortly before it fell under the Turkish power. Patras submitted to Mohammed II. in 1459, passed into the hands of the Venetians in 1687, and again returned under Turkish rule in 1714.

At the outbreak of the War of Independence the population was estimated at 10,000.

Germanos, Archbishop of Patras, was summoned by the Turkish governor to Tripolitza on suspicion of complicity in the insurrection of Ypsilanti, in Moldavia, in 1821, but having found the people disposed for the venture, he openly raised the Standard of the Cross at Kalavrita, and thus gave the signal for a general rising. The Turkish garrison of Patras retired to the castle, which it held till the end of the war, but the mediæval city was entirely destroyed by several successive devastations both of Greeks and Turks.

After the arrival of King Otho in 1833, a plan was agreed upon for a new town with straight rectangular streets, which has been very fairly adhered to; the result being an utterly prosaic, convenient, modern town in a most romantic situation.

The most interesting spot in Patras for any Christian is, without doubt, that of St. Andrew's martyrdom. A modern ch. occupies the site, which is on the sea-shore at the S.W. end of the town. Close to the ch. is a well of water covered over with brick vaulting of Roman construction.

The ancient harbour, originally perhaps artificial, ran in from the shore immediately to the N. of this ch., as far as a high terrace-wall of Roman brickwork about $\frac{1}{2}$ m. inland. It is now entirely filled up, and is being built upon; but while the modern gasworks were being prepared, evident traces of the original entrance were brought to light.

New harbour works have been undertaken by a French company, and are making satisfactory progress, but they will not be finished before two or three years (1882).

Above the said terrace-wall is the parade ground, the favourite promenade of the people on summer evenings, where the band plays, &c.

Beyond this, in a dirty low-lying quarter termed the Gypsy village, is an ancient well, and a part of some ancient house or temple of singularly close-fitting and extremely beautiful brickwork.

In the upper town is a picturesque Byzantine ch., mainly modern, but containing some portions of an earlier structure.

Above the upper town, and extending right across the ridge, at a height of 400 ft., is the mediæval castle, occupying probably the site of the ancient Acropolis, covering about 5 acres of ground, and commanding a most beautiful and interesting prospect.

Nothing can be more perfect of its kind than the sweep of the coast round the Gulf of Patras: the eye ranges over the fertile plain, green with currant-vines, and dotted with the darker olive: Zante, Cephalonia, and Santa Maura appear distinctly in the far W. Immediately across the narrow gulf rise in enchanting loveliness, both of form and colour, the two precipitous rocky giants already mentioned; on either side of the strait appear the

Castles of Rhium and Anti-Rhium, and beyond these again the fortifications of Lepanto climbing the slopes of Rigani; while high above these and the still, blue, lake-like water rise the snowy walls of Gukona, St. Elias, and Vardousia. This view at sunset is especially beautiful.

A pretty and level walk from the gate of the castle (on its S.E. side) leads one along the course of the old Roman aqueduct, which brought from Mount Voidhia an ample supply of excellent water to the town. About $1\frac{1}{2}$ m. along this path, which winds prettily among steep hills, we come to a deep valley, across which the water was carried by a magnificent structure of brickwork, with 2, if not 3, tiers of arches, 100 ft. from the ground. The great earthquake was probably the ruin of this; but enough remains to show what manner of work it was. The water is now taken by a different course in iron pipes to large cisterns just below the castle, and thence distributed to the town, which is thus supplied as thoroughly as can be desired. These works were executed in 1874.

The inhabitants of Patras are mostly Greek, but about 2000 Neapolitans, sailors and fishermen, attracted by the high rate of wages, have settled here, and their number is constantly on the increase. For their use a Roman Ch. of St. Andrew has been built.

The English Ch. of St. Andrew, a small pretty Gothic structure, was consecrated in 1874. It lies near the shore, at the N.E. end of the town, and is conspicuous from the ships in the roadstead.

The small stoneless grape, commonly called currant, is the cause of the prosperity of Patras. This plant, not distinguishable from any other vine until the fruit is formed, does not refuse to grow in other countries, but elsewhere develops a larger berry containing stones, and therefore practically useless. The peculiar soil required for producing the currant proper is found only in the Morea, Zante, and Cephalonia, and in one small district near Mesolongi. It seems to have been grown first in the neighbourhood of

Corinth, whence the name "currant;" but its cultivation at the E. end of the Gulf of Corinth has now ceased, while it has greatly developed about Vostitza, Patras, Pyrgos, Kalamata, and Nauplia. The fruit of finest quality is grown near Vostitza: Patras fruit is second best; that of Elis and Messenia, though plentiful, is considered inferior.

The currant is generally grown on more or less level ground near the sea; but behind the currant plains will generally be observed scarred and serrated lines of hills, consisting of layers of yellow-brown marly clay alternating with others of a shingly conglomerate.

The greater part of the currant crop, now reaching 100,000 tons annually, was long shipped from Patras, in whose roadstead 20 English steamers or more might be seen at the end of August. The steamers now go more than they used to do to Vostitza and the other currant ports, but Patras remains the centre of the trade, the chief merchants residing here, and having agents and offices at the other ports.

A new malady, called "anthracnose," has been developed in the currant-vines, especially in the vicinity of Pyrgos, causing the young shoots to be affected by a rough excrescence, which is followed by the leaves and fruit withering and dropping off. It is to be hoped that it will not become a permanent pest, like the phylloxera. The latter disease, although unknown here, nevertheless exercises a marked influence upon the currant trade, as dried currants are found very useful in making wine, and are also reported as being suitable for champagne making.

Patras had formerly an unenviable reputation for malarious fever, but, with the increase of cultivation and improved provision of water, it has become as healthy a town as any in the Mediterranean.

v. Leaving Patras we sail N.N.E. for 5 m., and enter the narrow strait that connects the two gulfs.* This is $1\frac{1}{2}$ m.

* A splendid monograph on the Gulf of Corinth, entitled *Eine spazierfahrt im Golfe von Korinth*, 1876, has been written and copiously illustrated by the Archduke Luis Salvator of Austria. Unfortunately for the

across, and the passage is commanded by two picturesque but uninteresting mediæval castles, called respectively the castles of the Morea and of Roumelia, on the promontories of Rhium and Anti-Rhium. These castles were held by the Turks throughout the Greek War of Independence, yet the Greek sailing-vessels passed freely by them, and it is now said that not one of them ever was hit by the Turkish cannon. To sail, however, between these castles is not always easy. The wind generally blows strongly up or down the strait in the day-time, and much tacking is difficult at night in such narrow waters. The dropping of the wind is, however, often followed by a strong current in the opposite direction.

By following the torrent, which enters the sea about $1\frac{1}{2}$ m. beyond the Castle of Rhium, after a laborious walk of $1\frac{1}{2}$ hr., one may reach the deserted but beautiful little *Ch. of Platani*, a real gem of Byzantine architecture.

At the back of the Morea Castle is a marsh, and as one proceeds E.N.E., signs of cultivation become fewer and fewer; the belt of level ground becomes narrower and narrower, till the broken precipitous hills that skirt the N. end of Mount Voidhia spring directly from the sea. 4 m. from the castle, *Cape Dhrapano*, the northernmost point of the Morea, is passed, and now the view of the whole Corinthian gulf opens out most beautifully, and Parnassus and Helicon are distinctly seen, though neither of them to much advantage.

Cape Dhrapano passed, the hills gradually recede from the shore, and the summits of Voidhia, Barbas and Pteri appear in the background, their beautifully wooded slopes seamed by innumerable ravines, and the rich belt of plain at their bases traversed, and in many places desolated, by the torrents that flow from them. Cultivation has made little way here as yet, but these same torrent-beds, spreading out like fans as they approach the sea, thickly

public, like all the other works of this learned and accomplished traveller, it is printed only for private circulation.

overgrown with oleander, when that is in flower afford a sight not to be forgotten.

w. 13 m. E.S.E. from Point Dhra-pano is *Vostitza*, anc. *Ægium*, the approach to which is marked by increasing cultivation.

The Slavonic name *Vostitza*, signifying garden, is still in commonest use, but the classical *Ægium* restored by law, and the only name recognised officially, is fast being restored.

The greater part of the town stands finely on a flat-topped hill, terminating abruptly towards the sea in a considerable cliff, bounded to the N.W. by a steep ravine, and sloping down gently into a plain to the S.E. Between the cliff and the sea is a narrow strip of level ground, where are the store-houses of the currant-merchants, and some copious springs of water. A carriage-road winding up the hill connects this latter with the town above, and there is also quicker communication by a steep paved path through a kind of tunnel in the cliff, that leads directly from the place of embarkation, which is just below the fountains. Currants of the very finest quality are grown in the plains to the S. and E. of *Vostitza*, and brought here for shipment, so that a large number of English steamers and other vessels annually repair to this port. As at *Patras*, the so-called harbour is nothing but a roadstead—better, in that a projection to the E. shelters it from the only heavy sea that can roll into it; worse, in that it is too small, and inconveniently deep, having 6 or 7 fathoms of water close to the shore. As at *Patras*, again, its chief danger is owing to the furious squalls which descend from the mountains. All the way, however, from *Navarino* to the *Isthmus*, there is nothing better to be found.

The population of *Vostitza*, now probably more than 6000, subsists principally on the currant trade. Formerly ill-built and straggling, and extremely subject to malarious fever, the town is now rapidly improving, in both respects.

Near the springs is a magnificent and very ancient plane-tree, connected by tradition with *St. Luke*. Its trunk is hollow, and has been used as a prison! Its girth is 46 ft. Its height was formerly not less remarkable, but about 1872, the enormous mass of timber above was considered dangerous to the cottages near, and so was cut down.

Ægium was the chief city of *Achaia*, from 878 B.C. until the rise of *Patras* under Roman patronage destroyed its importance.

Pausanias has left a full and interesting description of the city and its public buildings. The neighbourhood is a very mine of antiquities, and several statues, and other sculptures of great merit, have been, and continue to be, dug up. But no place in the whole *Morea* is more subject to earthquakes, both frequent and violent, which have utterly overthrown the ancient city, and many mediæval and modern ones.

The view hence of the whole northern coast of the *Corinthian gulf* is remarkably fine, particularly at sunrise. *Parnassus* and *Helicon* are specially conspicuous.

[The extraordinary monastery of *Megaspelaion* is usually visited from *Vostitza*, where horses, &c., for the excursion may be procured. It is 7 hrs.' ride to the monastery, 2 along the plain near the coast, crossing the R. *Selinus*, not passable after heavy rains, then up a valley, and over a spur of *Mount Ruski* to a height of 3400 ft., then a descent of 1200 ft. to the R. *Kalavryta*, anc. *Buraicus*, and again an ascent of 1000 ft. to the monastery. The monastery, as its name implies, consists of an enormous wall built across the face of a huge cave, above which again is an overhanging cliff, whose summit is from 300 to 400 ft. from the ground. A shorter route to *Megaspelaion* from a yacht is that directly up the valley of the *Kalavryta* river, from its mouth to the bridge below the monastery.

Another interesting excursion from *Vostitza* is to the monastery of *Taxiarchi*.]

x. Sailing from Vostitza along the shore of the Morea towards Corinth, it is about 17 m. to the mouth of the Krathis, where is the site of the ancient *Ægæ*, now the Khan of *Acrata*.

[A long day's journey inland up the valley of the Krathis will bring one to the village of *Solos*, 3700 ft., situated just above the junction of the Styx with the Krathis. From Solos to the famous Falls of the Styx is from 2 to 3 hrs.' scramble up the wildest of wild gorges, under the very summit of the huge Mount Chelmos (anc. *Aroanius*). To this excursion not less than 3 days should be given in all. But it would be better to incorporate this with the excursion to Megaspelaion, from which place to Solos by the Falls of the Styx is a good day's journey, which might be made to include the ascent of Chelmos itself, 7726 ft., but this expedition should not be undertaken at any time between Nov. and April, on account of the snow.]

Proceeding on the voyage, now in the broadest part of the gulf, the traveller enjoys a most magnificent prospect, whether to N. or S. Parnassus and Helicon are spread out before him on the N.; and to the S. the strangely squared masses of Evrostina, 3600 ft., and Mavronoros (Black Mountain), 5500 ft., black with pines, seem to frown down upon the narrow strip of coast plain; and beyond them, if the traveller's yacht is not too close inland, tower the summits of Chelmos, anc. *Aroanius*, 7726 ft., and Ziria, anc. *Cyl-lene*, 7790 ft., each of which is rarely entirely without snow.

3 m. E. from *Acrata*, and 1 m. inland, are the ruins of *Ægira*; and again, 10 m. E., at *Kamari*, on the site of *Aristonautæ*, one may land for an expedition to the ruins of *Pel-lene*, beautifully placed 4 m. from the sea, on a strongly fortified hill, above the right bank of the torrent that falls into the sea at *Kamari*.

y. From *Kamari*, for 12 m. more along the coast as far as the mouth of the R. *Asopus*, there is nothing of very

great interest. As we proceed E. the vegetation on the mountains continually diminishes, and with it their beauty.

The mountain range (anc. *Gerroneia*) that forms the promontory by which the eastern end of the Gulf of Corinth is divided into two large bays, now rises very conspicuously before us. We steer into the southern fork, and by the time we are abreast of the said promontory on our l., have on our rt., not quite 3 m. inland, the modern village of *Basiliká*, situated on the angle of a little rocky ascent, along which ran the walls of the ancient *Sikyon*.

This city was built in a triangular form on a high flat, overlooking the plain, about 1 hr. from the sea, near a great tumulus on the shore. The citadel was on the highest angle of *Sikyon*. On the road thither is a Roman brick ruin, near which is a large but imperfect theatre. The remains of the Stadium are in good preservation. It was of considerable extent, partly cut out of the rock, and partly artificial.

Sikyon was a large city, and one of the most ancient kingdoms of Europe. The situation was magnificent and secure, without being inconveniently lofty. The view from the theatre is beautiful. The foundation walls of the Acropolis, those of the temple of *Bacchus*, the remains of some other temples, extensive foundations of Hellenic edifices, the pavement of the road, and the lines of the streets, may all be traced upon the level of this tabular hill. It is melancholy to read on this now desolate spot the catalogue which *Pausanias* has left of the many temples, statues and pictures which once adorned it.

z. Corinth.

From the mouth of the *Asopus* along the coast to New Corinth is about 10 m. Here is a landing-place of the Greek steamer company.

New Corinth was founded in its present position after a great earthquake in Feb. 1858 had destroyed the town that had grown up since the

War of Independence upon the site of ancient Corinth. Placed on the water's edge, at the narrowest part of the Isthmus, it is most conveniently situated on the line of traffic; but the unhealthiness of the surrounding country, a prey to malarious fever of a virulent type, has hindered its growth. The heavy sea, too, which rolls in from the W., down the whole length of the gulf, makes landing impossible in stormy weather (on such occasions the steamers make for Lutraki), so that the new town, though laid out regularly with broad, straight streets, is for the most part unbuilt, and presents a sad and forlorn appearance.

Old Corinth, which since the earthquake is but a wretched village, lies about $3\frac{1}{2}$ m. to the S.W., occupying the site of the ancient city, which is a table-land at the foot of the Acro-Corinth, overlooking a lower level extending along the sea-shore on one side to the Isthmus, and on the other to Sikyon.

From the remotest period of Grecian history, Corinth maintained with a very small territory a high rank among the states of Greece. Hers was the earliest school of policy and of the fine arts, and hers the honour of being the last to submit to the ambition of Rome. Corinth was the third of the three "Fetters of Greece" before spoken of.

Seated securely on the Isthmus, stretching a hand to either sea, to her two ports of Lechæum and Kenchrææ, and protected by her unrivalled citadel, she naturally became an important commercial capital. Her wealth and influence were still further increased by the Isthmian Games, which were held in the immediate neighbourhood. Of all the Greek cities Corinth was perhaps the most celebrated for luxury, splendour and voluptuousness. It was destroyed by the Romans in 146 B.C. Rebuilt 100 years later under Julius Cæsar, Corinth enjoyed another long period of prosperity. If it is scarce necessary to remind the reader that St. Paul the Apostle abode here for 18 months, it may yet well be added that his two Epistles to the Corin-

thians may be read here with tenfold interest in actual sight of that very Isthmian racecourse from which he drew his well-known parable of temperance, soberness, and chastity.

The Roman city was swept away by Alaric at the end of the 4th cent.; but Corinth again revived under the Byzantine Empire, and prospered, more especially during the 9th and 10th cents.

In modern times, after many vicissitudes, Corinth was besieged and taken in 1459 by Mohammed II. It was taken from the Turks by the Venetians in 1687, and restored by them to the Turks in 1715.

During the War of Independence Corinth was reduced to ashes, scarce a building having escaped. A few streets had been rebuilt, and lines marked out for the formation of new quarters, in which, however, but little progress had been made when the growth of the modern town was arrested by the great earthquake of Feb. 1858, which destroyed almost every house. Few remains of antiquity survive, but the *seven Doric columns*, noticed by travellers in all ages, are still erect in the midst of modern desolation. When Wheler visited Greece in 1676, there were 12 columns standing; and the ruin was in the same state when described by Stuart 90 years afterwards. It was in its present condition when visited by Mr. Hawkins in 1795. The temple appears to have had originally 6 columns in front; and it is conjectured by Leake to have been that dedicated to Athena Chalinitis. On a comparison of these columns with other ancient temples, it would seem that the latest date that can be ascribed to this temple is the middle of the 7th cent. before the Christian era. Of the 7 columns, 5 belonged to one of the fronts, and 3, counting the angular column twice, to one of the sides of the Peristyle. Six of them retain their capitals, and portions of the architrave rest still on those 5 that are about the angle. One of these pieces is, however, in a very insecure position. Nothing else remains of the

temple. Each column is a monolith of limestone, about 23 ft. high, with nearly 6 ft. diameter at the base.

The *Fountain of Pirene* is frequently mentioned by the ancient writers. There appear to have been 3 springs of that name—the well in the Acro-Corinth, the rivulets which issue at the foot of the hill as described by Strabo, and the source below the brow of the table-land on which stood the city.

The **Acro-Corinthus** rises immediately behind Old Corinth to the S. Its summit in a straight line is not more than 1 m. distant, but being 1886 ft. above the sea, and probably 1600 ft. above the city, requires from 1 hr. to 2 hrs. for its ascent.

Colonel Mure well observes that "neither the Acropolis of Athens, nor the Larissa of Argos, nor any of the more celebrated mountain fortresses of western Europe—not even Gibraltar—can enter into the remotest competition with this gigantic citadel. It is one of those objects more frequently, perhaps, to be met with in Greece than in any other country of Europe, of which no drawing can convey other than a very faint idea. Its vast size and height produce the greatest effect as viewed from the 7 Doric columns standing nearly in the centre of the wilderness of rubbish and hovels that now mark the site of the city which it formerly protected."

A steep ascent, winding through rocks, on the W. side leads to the first gate. Permission to view the Acro-Corinthus was, during the time of the Turks, rarely granted, but is now never refused. Within the fortress are but few objects of interest. The ruins of mosques, houses, and Turkish and Venetian fortifications, are mingled together in strange confusion. Cisterns have been hewn in the solid rock to receive the rain-water; and in the hill are two natural springs, one of which, the famous Pirene, to the S. of the highest point of the citadel, and not far from it, rises in a vault of ancient construction into which one can descend by means of

a ladder. The water is beautifully clear, 6 to 7 ft. deep, in a basin about 20 ft. by 12 ft. Pirene is now called "*Drakonero*" ("Dragon water") by the natives.

The summit of the Acro-Corinthus, to the N.E. of the rock, commands a panoramic view, quite one of the grandest, as well as one of the most varied, in Europe. Parnassus, Helicon, Kithæron and Hymettus, Salamis and Ægina, Athens and Sikyon are all comprised in this marvellous panorama, which embraces considerable portions of no fewer than 7 celebrated states—Lokris, Phokia, Boeotia, Attica, Megaris, Argolis and Achaia. The territory of Sikyon and that of Corinth itself, with the Isthmus, are spread out as in a map beneath one's feet, while the two gulfs may be distinctly seen throughout their entire length, from Mount Rigani, above Lepanto, to the promontory of Sunium. The great summits of Lokris are well seen, and so also the bold promontory of Anti-kyrrha, and the Kriesean gulf beyond it running in towards Delphi and Amphissa; but the view to the westward is sadly impeded by the great hill of *Phuka* (2800 ft.), "which may be called the eyesore of the Acro-Corinthus, especially with regard to modern war" (Leake); while to the S. the range of vision is soon stopped by the barren precipitous wall formed by the Oanean Mountains between the territory of Corinth and Argolis.

The Parthenon may be clearly discerned in a good light; but the traveller should either take good care to reach the summit well before sunrise, in which case he will get the view at its very best, or wait until the sun is high in the heaven, for for some time after sunrise everything to the eastward is lost in a blaze of light.

Again, travellers should be careful, in engaging carriages or horses at New Corinth for this expedition, to understand thoroughly beforehand the price to be paid, and, what is even of more importance, to know exactly how far the carriages or the horses will take them. A carriage will be of no use beyond Old Corinth, nor will the

horses proceed beyond the gate of the fortress, leaving thus a climb on foot of some 700 ft. to the traveller, who must nevertheless expect to be assured that he is to be carried to the highest point. The carriages are engaged in transporting passengers and baggage across the Isthmus when the steamers from Athens and from Patras arrive at Kalamaki and Corinth, and on such days higher prices must be paid.

[A most interesting and not very difficult though long day's journey may be made on horseback from Corinth through the defiles called Dervenakia by Kleonæ, Nemea and Mykenæ, to Nauplia.]

The Isthmus of Corinth.—This celebrated neck of land which connects the Peloponnesus with Northern Greece may be roughly described as a square (5 m. each way) of comparatively level low-lying ground, between two opposite mountain walls, viz., the Oanean and Geraneian mountains. At the 4 corners of this square lie Kenchreæ. New Corinth, Lutráki and Kalamaki.

Of these, *Kenchreæ* (Acts xviii. 18), the port of ancient Corinth on the Saronic gulf, is now deserted. Some remains of Roman brickwork are still visible, and a spring of tepid saline water, called the "Bath of Helen," gushes from a rock a few ft. above the sea. *Kenchreæ* will scarcely repay the trouble of a visit. *Kalamaki*, a small village in a beautiful bay that affords secure shelter to the steamers from the Piræus, is connected with New and Old Corinth by a tolerable carriage-road, from which there is also a branch to Lutráki. Corinth and Lutráki again are connected by another road along the beach.

Near Kalamaki, $\frac{3}{4}$ m. S.E., is the site of the famous Isthmian Sanctuary. It is a level spot, of an irregular quadrangular form, containing the temple of Posidon, a Stadium, and other buildings connected with the great Panhellenic festival celebrated here. The Sanctuary was surrounded on all sides by a strong wall, which

can still be clearly traced; there are many ancient débris within the inclosure, which is about 640 ft. in length; but its breadth varies from 600 to 300 ft.

At a short distance N. of the Isthmian wall, was the *Diolkos*, a level road, upon which small vessels were drawn by moving rollers from one sea to the other. The idea of cutting a canal across the Isthmus was frequently entertained in antiquity, from the time of Periander to that of Nero; but Nero alone actually commenced the work. He continued it for a length of 4 stadia, when he was obliged to give it up in consequence of the insurrection of Vindex in Gaul. The canal was commenced upon the western shore, close to the Diolkos; and traces of it may still be seen. It has now little depth; but it is 200 ft. wide, and may be traced for about 1200 yds.

A Byzantine admiral, Niketas Oryphas, was enabled in 883 A.D., by means of this Diolkos, to surprise near the entrance of the Adriatic a Saracen fleet that had been ravaging W. Greece. He transported his whole fleet across the Isthmus in a single night, sailed with all speed down the gulf, came suddenly on the enemy, and destroyed them.

The project of cutting the Isthmus by a canal has been much discussed of late years, and indeed would be but child's play by the side of some recent feats of modern engineering. Such a canal would be of undoubted benefit to the country, but the wretched state of Greek finances do not admit of the work being undertaken by the Government, neither is that Government sufficiently trusted; a concession to construct this canal has been granted to General Thürr, but the works have not (1882) been commenced. It is proposed also to make a railway from this to Athens.

82. VOYAGE FROM THE ISTHMUS OF CORINTH TO THE TURKISH FRONTIER AT THE GULF OF ARTA.

a. Lutráki.—The port of Lutráki is nothing more than an open roadstead,

somewhat better protected than that of Corinth, by the great mountain promontory that runs westward. The water here is deeper also, and steamers can lie nearer in-shore.

Some buildings belonging to the Austrian Lloyd's Company, together with a few houses, form a village nestling very prettily under the almost vertical face of the mountain. Lutraki derives its name from the baths afforded by a copious warm spring (temp. 88° Fahr.) which pours into the sea from the mountain base.

The accommodation at the baths is of the roughest, but the waters are efficacious in cases of rheumatism, and many invalids resort to them.

b. From Lutraki, pursuing our coasting voyage, we go W.N.W. for 7 m. under the long ridge of rock that juts out into, and divides into two forks, the E. end of the Corinthian gulf. This great length of the Geranean range fully justifies its modern name of *Makryplagi* (Long side). Near the point, and close to the sea, is a pretty, small salt lagoon. The point itself rounded, we have ahead of us, 8 m. N.E., a small group of islands called *Kala Nisia* (beautiful islets). Among these is capital shelter for a yacht, not rarely used.

In the northern fork of the Gulf of Corinth there is little to take the traveller ashore, unless he intends to penetrate to the heart of Boeotia, but the scenery is of extreme beauty. Helicon to the N., Kithæron to the E., and Gerania to the S., all show to great advantage, and the numerous little bays and inlets round the coast are in pleasant contrast to the unbending shore of the Morea. That the remains of antiquity are so few, we may perhaps thank the earthquakes, from which this region has suffered severely, and more particularly that terrible one in the middle of the 6th cent. (*vide* 81 t).

Some 10 m. E. of the *Kala Nisia*, by the modern village of *Alepuchori*, are traces of the ancient *Pagæ* near the shore; and again a little N. of this, after rounding a large rocky headland,

we find at the head of the deep recess, now called Porto Germano, some ruins of *Ægosthenæ*.

Hence sailing W. for 15 m., we pass two more headlands, and, passing one considerable bay, enter a second, whose broad mouth is sheltered by 3 small islets, and find at its W. extremity a tortuous gulf, now called *Pt. Vathy*, one more of the many bearing that name (see 78 h). Here is good shelter, but navigation not easy, at least for sailing-vessels. At the head of the first named bay was *Kreusis*, the port-town of the more famous *Thespia*, situated at some distance inland.

Emerging from the sinuous recess of Vathy, we pass by the 3 islets aforesaid, and continue our course W.; pass *Cape Tambourde*, 2 m. from the westernmost of the three, and the little islet of *Vromonisi* that lies off it. Thence 7 m. W.N.W. brings us clear of *Cape Velanidhia*, and, following the coast of Phokis we enter the gulf of

c. *Aspraspitia*. All this time Helicon, mod. *Zagora*, has been the principal figure in the landscape, but its soft sylvan character would hardly be suspected by those who see it only from the S.

Other 5 m. N.W. bring us abreast of the islet of Ambelonisi, whence we steer almost due N. 5 m. more, to the innermost recesses of the waters now named after Aspraspitia, but once more widely known from *Antikyra*, famous of old for its hellebore, which was regarded as a cure for madness. Perfect shelter may here be obtained. The ruins of *Antikyra* are on the W. side of the gulf-head, near the village of Aspraspitia.

[The traveller is strongly advised to visit the very beautiful monastery ch. of St. Luke, by far the finest specimen of Byzantine architecture in Greece.

Probably 3 hrs. distant practically from Aspraspitia, though in a straight line not more than 5 m. away, and scarcely 3 m. from the nearest point on the coast, the monastery of St. Luke is beautifully placed, 1800 ft. above the sea, on the end of a ridge, facing S., surrounded on three sides by deep

valleys, and commanding a lovely view of Mount Helicon.

The monastery buildings surround, and to some extent disfigure and hide, the two ancient Byzantine churches, of which the larger, that of St. Luke, was built by the Byzantine Emperor Romanus II., in the 10th cent., and the smaller, that of the Blessed Virgin, after his death, by his wife or sister.

The Ch. of St. Luke (probably not the Evangelist, but a hermit of the same name), not seen to advantage from without, is of such excellent proportions within as to have all the grandeur of a far larger edifice. Originally intended as a reproduction in miniature of St. Sophia in Constantinople, it is a perfect specimen of its style. The wide-spreading dome, whence saints (in beautifully preserved mosaic) look calmly down, the marble casing of the walls, the delicately carved Ikonostasis of light and elegant design, its windows of a transparent alabaster, with perforated heads, have borne bravely both shocks of earthquake and lapse of time, and have come out with singularly little injury from under the rough hand of the Turk, and from the yet more dangerous improvements of well-meaning monks.

Not so the smaller ch., which was completely stripped of all its ornament during the War of Independence by a troop of Turks, who were only prevented from desolating the other by the timely approach of a Greek force. Originally the more richly decorated of the two, it can now boast, of its former splendour, only the 4 fine monolithic columns which support the cupola. It is left a mere shell, neatly whitewashed within, but yet with one single slab of marble, richly carved, attached to the E. wall—a memorial of what has been.

Some heavy buttresses, built to support the large ch. after a severe earthquake, if unsightly, may at least be credited with having preserved the edifice from collapse.

Most of the other monastery buildings are modern and poor, but at the gateway will be seen part of a fine

tower, and other remains of the original structure.

The traveller will do well to send his yacht round into the Krissean Gulf, and himself proceed on horseback from the monastery towards Parnassus, passing under the long wall of stupendous precipice which this noble mountain presents to the S., along the ancient "via Sacra," by *Arachova*, *Kastri* (anc. Delphi), and *Chryso* (anc. Krissa), and so down to *Itea*, where he may rejoin his yacht.

Another interesting excursion hence, quite practicable in a single day, is that to *Panopeus*, *Charoneia*, and *Daulis*, and back to the monastery.]

From Aspraspitia round the promontory of barren, rugged and precipitous mountain (most appropriately named *Xerojanni*, or *Dry John*), that terminates S. in C. Paakalos, up to *Itea*, at the head of the Krissean Gulf, will be a run of 30 m. at the least.

The scenery of the Krissean Gulf is of great grandeur, but more savage than beautiful. Barren mountain and fierce red cliff drop abruptly into the water on either side; and in front Guiona to the l., and Parnassus to the rt., uplift a vast extent of barren slope, showing indeed their massiveness, but not their beauty either of form or foliage.

Looking back, we see to great advantage the Peloponnesian coast, fertile and green, backed by well-wooded smaller mountains; over which tower the splendid heights of Chelmos to the rt., and Ziria to the l.

It was just off *Itea* that, at the end of September, 1827, Frank Abney Hastings, with his steamer *Karteria* (see 78 d), destroyed, in a few minutes 5 large Turkish vessels. The attempt of Ibrahim Pasha to come from Navarino to chastise him for this breach of an armistice imposed on both Turks and Greeks by the allied European powers, brought on the famous battle of Navarino (see 81 o).

Reaching the head of the gulf, we find a low flat coast and dead level alluvial plain, walled in, like the gulf, by bare red mountain cliffs.

d. *Itea*, commonly called *Scala*, is the landing-place for *Salona* (anc. *Amphissa*), to which there is a good carriage-road 8 m. in length.

Though nothing but a fringe of mud hovels along the beach, *Itea* is still, like its ruined predecessor *Kirra*, the doorway into Central Northern Greece, and the most convenient point at which to land for a visit to *Delphi*.

The regular Greek steamers call here once a week each way.

Close to the *Itea* are the remains of *Kirra*, consisting of a broken mole and traces of foundations.

[From *Itea* to *Delphi* is an easy 3 hrs. ride. Horses are generally procurable, but previous notice should, if possible, be given. A ride of $\frac{1}{2}$ hr. through the superb olive-groves of the "Sacred" Plain brings one to the foot of *Parnassus*: then comes a short abrupt ascent to *Chryso* (anc. *Krissa*), and then a short 2 hrs. more along a rocky slope, gradually ascending the valley of the *Pleistus*, i.e. "full" river, perhaps deservedly so called of old, but now, owing to the merciless destruction of the trees, generally a dry torrent-bed.

From *Chryso* there extends all along the base of *Parnassus* an almost unbroken wall of cliff for a distance of 10 m., the general height of which may be estimated at 1000 ft., but which at its E. extremity must be nearly 3000 ft. These precipitous rocks, facing due S., bore in classical times the name *Phædriades*, from the brilliant sunlight thrown on them, and have now the scarcely less appropriate name of the *Πρόποδες*, i.e. "forefeet," of *Parnassus*.

Some 3 m. directly E. of *Chryso*, the *Phædriades* draw back into the heart of the mountain, and, in the head of the hollow thus formed, are cleft asunder from top to bottom by a stupendous chasm, as wonderful for its narrowness as for its depth.

In the very jaws of this tremendous fissure rise the waters of the far-famed *Castalian* fount, and flow S. down a continually widening and deepening ravine to the *Pleistus*. The enormous

cliffs press closely upon the ravine, especially on the E. side; and where they resume their original direction, E. and W., throw out a pair of low ridges, one on either side.

Such is the situation of *Delphi*, not without reason called by *Strabo* *θεατροειδής*, i.e. "theatre-like," effectually screened from all distant view, save only from the opposite heights of *Mount Kirphis*.

The ancient *Delphi* did occupy both sides of the ravine, but stood principally upon the more spacious W. slope, facing S.E., where now are congregated, among the ruins of former splendour, the wretched cottages which form the modern village of *Kastri*.

The first view, obtained suddenly, as, after mounting from *Chryso*, one rounds the low ridge already mentioned, is one of the most remarkable in the world.

About the middle of the village are the remains of the principal temple, where is a wall some 40 yds. long and 8 ft. high, consisting of large masses of white marble, cut into most curious and irregular curvilinear shapes, and jointed with surprising accuracy. The whole of this enormous surface is covered with inscription.

It may be mentioned that at midnight, 2nd Aug., 1870, occurred a tremendous earthquake, whose effects are still discernible from scars on the cliffs, immense masses of fallen rock, and the wretched state of what was before that date a prosperous village.

This makes it all the easier to realise the circumstances of the repulse of the Persians in 480 B.C. They had reached the point on the E. side of the ravine, where the path is scarce more than a ledge on the precipice, when an earthquake brought down among them masses of rock, such as those that fell from a like cause 12 years ago. (*Herodotus*, viii. 37.)

Delphi is about 2000 ft. above the sea-level.

From *Delphi* a steep and dangerous path leads to the l. up the face of the great mountain wall, and then through pine-forests up the famous *Corycian* Cave. This is extremely difficult to

find without a guide. Horses must be left at the foot of a steep rocky slope, up which for some 600 ft. there is a toilsome scramble; and the mouth of the cave is so small, and so hidden by enormous boulders, that a stranger alone would have little hope of hitting it.

The ascent of *Parnassus*, 8066 ft., is best made from *Arachova*, when the *Corycian Cave* may be conveniently taken during the descent.

The cave is about 4500 ft. above the sea-level, and 3 hrs. from *Delphi*.]

e. On the W. shore of the *Krissean Gulf*, and about 5 m. from *Itea*, lies the flourishing little port of *Galaxhidhi*, by whose name this gulf is now most generally known.

Galaxhidhi has long been the seat of a considerable commerce, possessing a large mercantile fleet of ships, for the most part built on the spot. At the outbreak of the War of Independence, it contributed largely to the Greek navy, but it was itself destroyed by the Turks. It has more than recovered its former prosperity.

The position of *Galaxhidhi* is picturesque, and its bay affords excellent shelter; but there is little of interest to tempt the traveller ashore. The soil is rocky, as generally throughout Western *Lokris*, and the hills behind it are steep and barren.

Between *Itea* and *Galaxhidhi* there are a good many dangerous small islets of rock just showing above the sea-level.

The regular coasting steamers call here, as at *Itea*, once a week each way.

3 m. S. of *Galaxhidhi* we clear *C. Andromacht*, and find ourselves again in the open *Corinthian Gulf*.

Then, after 9 m. W. along a steep, barren and uninteresting coast, we pass *C. Psaromyti*, i.e. "Fish-nose." That passed, we continue W.N.W. for 5 m. to the islands called *Trissonia*, among which good anchorage and shelter may be found.

The view obtained hence of the *Morea* coast is very fine; the chain of

great *Achaian* summits, *Voidhia*, *Barbas*, *Pteri*, *Chelmos* and *Ziria* showing to great advantage.

The two mountains seen on the N. shore are, that to the rt., *Kutsoro*, 4000 ft.; that to the l., *Trikorpo*, 5000 ft. Uninteresting themselves, they hide from view the loftiest group that Greece possesses, viz. *Guisona*, 8241 ft.; *St. Elias*, 8186 ft., and *Vardousia*, 7762 ft., among whose thinly inhabited, and as yet almost unexplored recesses, are to be found scenes of beauty, at least equal to that of the far-famed *Parnassus* or *Taygetus*.

9 m. W. of the *Trissonia* islands the coast, hitherto so steep, changes its character, and for 5 m. we skirt the low alluvial plain, at present mostly marsh, of the *Mornopotamo*, anc. *Hylethus*, which descends from the above-mentioned mountains. This is a very considerable stream, and, its mouth once passed, we find the plain more and more cultivated, till we arrive at

f. *Naupaktus*, *Italiòe LEPANTO*: commonly called *Epakto* by the natives. (Pop. 1500.)

This is beautifully placed at the foot of *Mt. Rigani*, 5200 ft., on a steep hill rising immediately from the shore, abundantly supplied with water, and provided for richly both by the fat plain already mentioned and by another smaller one to the S.W.

The regular coasting steamer calls here once a week each way.

The appearance of *Naupaktus* is very singular as seen from the sea. The place is surrounded by mediæval fortifications, resembling those common among the ancients in similar positions; that is to say, it occupies a triangular slope, with a citadel at the apex, and several cross walls on the slope, dividing it into subordinate enclosures. Of these, there are no less than 5 between the summit and the sea, with gates of communication from one to another. Probably the mediæval walls follow exactly the ancient plan of the fortress, for in many parts they stand upon Hellenic foundations. The modern

town occupies only the lowest enclosure; in the middle of which, and formed by a curve in the seaward wall, is the small harbour which made so great a figure in the Peloponnesian war. It is now choked with rubbish, and capable of receiving only very small craft.

Naupaktus, which name signifies ship-building, was seized upon by the Athenians, soon after the Persian wars, as a naval station to command the Gulf of Corinth, and headquarters of all their naval operations in W. Greece. Here, in 455 B.C., they settled a colony of Messenians. The neighbouring mountains, now so barren, supplied timber in abundance for ship-building, and, during the early years of the Peloponnesian war, there took place in the neighbouring gulfs those encounters between the Athenians under Phormio and superior fleets of Corinthians and Lacedæmonians, which Thucydides has so well described. Though the event of the Peloponnesian war compelled Athens to evacuate Naupaktus with her Messenian protégés, its commanding position made it always a place of importance.

The famous battle of Lepanto, fought in 1571, really took place some 30 m. to the W., just outside the Gulf of Patras; but the Turkish admiral, fresh from his bloody breach of faith at Famagusta in Cyprus (see 75 w.), had committed the grave error of allowing himself to be blockaded here, as it were, by the Christian fleet under Don John of Austria. Don John lay off C. Papa, and the Turks, greatly superior in number, sailed boldly out against him, only to be destroyed.

From the summit of *Mt. Bigani*, ascent not difficult, is an unrivalled panorama of the whole Corinthian Gulf, and a view not less remarkable of the Gulf of Patras, extending even to the island of Zante.

The view from the summit of the fortress alone would well repay the labour of ascent.

About 5 m. S.W. of Naupaktus is the *Castle of Roumelia*, on the promontory of Anti Rhium (see 81 v.).

10 m. N.W. of this, and about 1 m. from the shore, are some ruins of *Molykrion*, an Ætolian town.

4 m. N.N.W. of the castle is the remarkable pyramid of solid rock, now called *Kakisala*, anc. *Taphissus*, 3300 ft.; and again 4 m. W., the no less remarkable mountain *Varassova*, 3000 ft. On the E. side of this latter mountain at its base, close to the shore, is a warm spring; and a short distance inland, but about 400 ft. above the sea, up an excessively rough stony gorge, are some remains of ancient fortifications. In the singular cleft that runs from summit to base of the seaward face of the mountain, on its E. side, is a large cavern, facing due W., not difficult of access, and perhaps 200 ft. above the sea. It has been used for Christian worship. On the W. side of the mountain, at its foot, close to the sea, are several springs, of which 2 are fresh, but the rest are strongly medicinal, staining yellow the stones over which they flow. Another spring of fresh water, a little farther along the coast, comes up through a hollow tree-trunk close to the shore.

The sudden transition from the perpendicular walls of *Varassova* to the dead flats of *Mesolongi* is most remarkable. We leave behind us this mountain, that rises directly from the sea to a height of more than $\frac{1}{2}$ m., and thence forward for 20 m. sail along by a vast expanse of marsh, jungle and lagoon. This country is a paradise of sportsmen, but otherwise uninviting. Here roamed the Kalydonian boar of mythology, who to this day reappears at intervals, and is slain every few years!

3 m. from *Mt. Varassova* we pass the mouth of the river, anc. called *Xoenus*, now known as *Phidhori*, which name may refer either to the snakes which abound in the marsh and jungle, or to the windings of its course.

Again 10 m. W. we arrive at the point, almost due N. of C. Papa, where the Greek steamers anchor to drop passengers for *Mesolongi* (twice a week

each way), and where the yachtman must quit his vessel, and take to a "monoxylon" or canoe, to be conveyed over 4 m. of shallow lagoon to Mesolongi itself.

g. Mesolongi, Μεσολόγγιον (i.e. "in the midst of," μέσo, "marshy jungle," λόγγος), is the principal place in N.W. Greece. Situated on the edge of the salt lagoon, and in about the middle of the extensive flat above mentioned, it is, strange to say, considered a healthy place in summer, but in winter, when the marshes are filled with the overflow of the rivers, it is a nest of fever and ague.

It is chiefly famous for its heroic resistance to the Turks during the War of Independence.

In 1822 Mavrocordato, with scarce 500 men, found himself invested here, both by land and sea, by a force of 14,000 Turks. Not aware of the real strength of his position, for the fortifications were in ruinous condition, and required a far larger force to defend them properly, Mavrocordato yet resolved to hold out to the last, and defended the place most brilliantly for two months, until succour arrived and the siege was raised.

Aware now of the importance of Mesolongi, the Greeks strengthened it by every available means, and ere long saw it attacked again by the whole force of the Turkish Empire.

In April 1825, Reschid Pasha sat down before it with 14,000 men; in July he was reinforced by the Capitan Pasha with a large squadron; and in January, 1826, Ibrahim Pasha arrived with 20,000 Egyptians. To these huge forces the Greeks could oppose only 5000 men.

After a heroic defence of 10 months, during which the garrison and population had suffered terribly, but had refused all terms of capitulation; when the former was reduced to half its original strength, and not more than 6000 people remained in the town, including women and children; when provisions were exhausted, and their last munitions of war were expended, this gallant band determined to cut a

passage through the enemy, and effect its escape to the mountains.

Their design had been treacherously betrayed to Ibrahim: nevertheless, 2000 men did effect their escape; the remainder resolved to sell their lives as dearly as possible, and the Turks only obtained possession of the place when the explosion of the powder-magazine had involved in one common grave the defenders of the city and the foremost of its assailants.

The town has been rebuilt, but the fortifications have entirely decayed. Near the landward gate is erected a white marble statue of Marco Botzaris, the work and gift of M. David, the French sculptor. Mesolongi derives an additional interest as being the place where Byron ended his career, and where he wrote, in January 1824, those pathetic lines foreshadowing his death (caused by the malarious fever before mentioned). A monument to his memory, erected by the Greeks, was unveiled on the 6th of November, 1881.

4 m. N. of Mesolongi are some remains of *Pleuron*, an Ætolian city.

Some 5 m. E. of Mesolongi, at a place now called Kurt-Aga, at the foot of the hills, and near the River Evenus, are the extensive ruins of *Kalydon*. Near this city is the point on the river where the Centaur Nessus bore Dejanira from the W. to the E. shore.

Again 5 m. N.W. from Mesolongi is *Anatoliko*, on a small island that almost bars the passage from the large shallow S. lagoon to the smaller but deep sheet of water to the N. The orange-trees of Anatoliko, in a quaking bog, are famous. They are of enormous size, and produce an incredible quantity of fruit.

h. Returning again to the yacht, we continue our course to the W. for 4 m. A low bank, not quite continuous, but consisting of a series of long thin islets, separates us from the lagoon. This is termed *Prokopanisto*.

We now reach the island of *Ozia*, which rises abruptly from the sea, as

its fellow on the mainland does from the marsh, both of them solid masses of rock 1500 ft. high. The pair are now termed the *Skrophææ*, by the Venetians *Kurzolari*, and form most valuable landmarks for navigation (see 81 s.).

Off these took place on Oct. 7, 1571, the famous battle which is called that of Lepanto (see 82 f.).

Immediately N. of Oxia the sea in winter and spring will often be found quite yellow from the muddy waters of the *Aspropotamo*, i.e. White River, the anc. *Achelous*, well called by Homer the "King" of the Greek rivers.

Having its source full 90 m. N. on the confines of Macedonia, this river flows through the wildest, most mountainous and rainiest parts of Albania, and then forms the boundary between the no less mountainous provinces of Ætolia and Akarnania.

The deposit carried down by its powerful and rapid stream has formed an extensive flat about its mouth, partly pasture-land, but principally morass and lagoon. Even in historical times the alluvium has encroached on the sea by several miles, and the whole topography is so altered that the identification of some important ancient sites is involved in much perplexity. Of the groups of rocky islets known as *Echinades*, i.e. like the spines on a sea-urchin, nearly half have been surrounded by the deposit of the river. The legend of the contest between Hercules and Achelous plainly has reference to attempts made to restrain the inundations of the river within due bounds.

The entrance of the Achelous is difficult, but, the bar once passed, small boats may ascend as far as the ruins of Stratus, about 25 m. up, the windings, which are extremely tortuous, not included.

Away to the W. Cephalonia and Ithaca are now well seen; the Black Mountain of the former lying on the horizon like a huge whale, and the broken outline of Ithaca appearing to mingle with that of the N. end of Cephalonia.

Having passed Oxia we now sail N. among the Echinades, passing *Dioni* on our rt., and on our l. *Makri*, which is one of the claimants to the honour of having been the Dulichium of Homer, which sent 40 ships to the siege of Troy; and 5 m. from Oxia reach *Petala*, which also puts in the same claim.

Petala, having 2 good harbours, one on each side, forms an admirable station for a yacht. The adjacent mainland affords excellent sport, and only 4 m. W., at about 2 hrs. distance, are the extensive and interesting ruins of *Ceniadæ*.

The ruins, occupying a spot now called *Trikardho-kastro*, cover the greater part of a broad low island hill of rock, springing out of the marshes which encircle it, especially on the N. and E. sides. The marsh is named after the Monastery of Lezini, which stands on an adjacent rocky island in the swamps. At the highest point of the hill, towards the N.E., is a tower, still 30 ft. high, affording a fine view of the windings of the great river through the plain. The entire circuit of the fortifications still exists. The stones are large and excellently fitted, but scarce any are rectangular. Outside the W. gate is a cavern full of water, clear and deep, but inaccessible. Though forming a splendid cistern, it appears to be wholly natural. A marshy pool on the same side of the city is still by tradition entitled "the harbour," and once no doubt communicated with the open sea, which at present nowhere comes within 2 m. Toward this port there is in the walls a gateway, showing one, if not three, unmistakable arches in very good preservation. Remains of a theatre are also visible. *Ceniadæ* figures largely in Greek history. It resisted Pericles in 454 B.C.; yielded to the Athenian Demosthenes in 424; long belonged to the Ætolians; was taken from them by Philip V. of Macedon in 219, and again taken by the Romans in 211 B.C.

i. 2 m. N. of *Petala* the mainland again becomes lofty. We leave very nu-

merous islets to the l., and to the rt. the steep hill of Chalkitza, near to which are two lovely little bays with narrow entrances, known as *Platia* and *Panteleimon*, affording excellent shelter. Beyond these is the beautiful Bay of *Dragomestre*, anc. *Astakus*, at whose head is the thriving village, generally known by the former name, but officially by the latter. This also is considered a good halting-place for sportsmen.

The real *Dragomestre* or *Tragamesti* is situated some distance inland to the N., for these seas were formerly infested by pirates, and no position close to the shore was safe. Now, however, all over Greece the villagers are quitting their lofty inland villages, to settle on the coast.

We now return 5 m. S.W. down the bay of *Dragomestre*, skirting the bold square promontory formed by Mt. *Velutzi*, and thus emerging into the open sea, run 10 m. N.N.W. towards *Mytika*, leaving to the l. first the countless islets called *Dhiaporia*, and then the long ridge of *Kastus*, over which is seen the longer and higher island of *Kalamos*, anc. *Karnus*. Of the many small islands off the Akarnanian coast *Kalamos* is the largest and most important. During the War of Independence it was a refuge for many a Greek family, who there sought the protection of the British flag, *Kalamos* being at that time, like every island on the coast hereabouts, dependent on the Ionian Islands. *Kalamos* boasts a large and prosperous village. *Kastus* is also inhabited.

The Akarnanian coast becomes higher and higher towards *Mytika*, the mountain to the right of which, *Bumisto*, is over 5000 ft. high. *Mytika* is beautifully placed at the head of a bay, overhung, like that of *Astakus*, by steep mountains, but somewhat exposed to the S.

About an hour from the sea-shore, on the edge of the plain near the village of *Kandili*, are the ruins of *Alyzea*. The walls are in the best Hellenic style, and of all the ruined [Mediterranean.]

cities in this part of Akarnania *Alyzea* would probably best repay research.

Near the apex of the triangular plain are the remains of an ancient embankment, constructed to restrain the torrent from the mountains, and to store up water for irrigation.

The 2 m. S.W. down the narrow channel between *Kalamos* and the mainland as far as C. *Kanalaska* presents most striking scenery.

We have now a clear course of 10 m. nearly due N., under a steep lofty mountain ridge, as far as *Zaverdha*, the head of a gulf situated like that of *Astakus* and *Mytika*, only larger and less protected.

The Greek coasting steamer calls weekly at each of these 3 places.

k. Beyond *Zaverdha* the scenery becomes tamer, except that glimpses are obtained over the low barren hills, of the higher Albanian peaks far to the N. We have 7 m. to run S.W. as far as C. *Kephali*, and then turn N.N.W. up the narrow channel between the mainland and *Santa Maura*. This is 7 m. long, varying in width from 3 m. to less than $\frac{1}{2}$ m., but the coasting steamer proceeds no farther than the *Castle of S. George*, otherwise *Palaeocaglia*, on the Akarnanian side, about halfway up the channel, where it is narrowest.

Beyond this the sea widens again, but is merely a shallow lagoon, into which no yacht can venture.

83. LEUCADIA.

A *Vice-Consul* resides here.

Leucas or *Leucadia*, mod. *SANTA MAURA*, one of the Ionian Islands, was at one time connected with the mainland by an isthmus. This was cut through by the Corinthians about 660 B.C. During the Peloponnesian war the canal was choked, but it was cleared again by the Romans, who built a bridge over the canal.

It is uncertain whether this canal was cut through the spit of sand that

runs out from the extreme N. of the island, where now a shallow channel exists, or at the point opposite to Palæocaglia, which is equally narrow, and where some remains of a bridge still exist. The spit of sand is believed by some to be of recent formation.

Opposite to Palæocaglia are two castles, Fort Alexander and Fort Constantine, a few hundred yards farther N., built by the Russians to command the passage, when, at the beginning of the century, they were protectors of the 7 Ionian Islands.

On the spit of sand, 3 m. N., beyond the lagoon is another castle, Venetian, in which is a chapel dedicated to Santa Maura, whence the name of the castle, which gradually came to be applied to the whole island. This castle was supplied with water by an aqueduct, serving also as a causeway, built by the Turks right across the lagoon, on 260 arches, for a distance of 1300 yds., from *Amaxíchi*, the present capital of the island. This aqueduct is now in a ruinous condition, in consequence of the frequent and severe earthquakes to which the island is subject.

a. *AMAXÍCHI*, which grew up originally in connection with the fortress, is badly placed on flat ground on the edge of the lagoon. It is poorly built, the upper stories being necessarily of wood, on account of the earthquakes. Its population is 5000.

A fine olive-grove stretches from the town to the foot of the mountains.

The island itself is about 20 m. long, and 8 m. at its greatest width. In shape it resembles very much the Isle of Man. It consists almost entirely of white limestone mountains, which form a ridge beginning boldly at its N. end, and continuing unbroken all along its W. shore as far as the famous S.W. promontory, *Cape Ducato*. The highest point of the island, a little over 3000 ft., is towards its S. end.

The island was, in classical times, of considerable importance: on the fall of the Byzantine Empire it fell into

the possession of a Latin noble, and so continued till its occupation by the Turks in 1467. It was held alternately by them and by the Venetians, till its final cession to the latter in 1797. It was occupied by British troops in 1810.

Halfway between *Amaxíchi* and Fort Constantine, at the foot of the mountains and close to the sea, are the ruins of the ancient capital, *Leucas*, easy of access and highly interesting. The modern capital is supplied with water, by an aqueduct made by the Turks, from a magnificent spring close to the old city.

b. A very fine panorama is obtained from the summit of the Hill of *Karus*, 4 hrs. S. of *Amaxíchi*. In the far N. the ridge of San Salvador in Corfu is visible, whence the eye ranges along the shores of Epirus and the distant peaks of Pindus, over the waves of Actium on the one side and those of Lepanto on the other, as far as the heights of Erymanthus in the Peloponnese. This hill is the last resort of wolves in the island.

Sailing S. from Palæocaglia, or Fort Alexander, along the coast of Leucadia, one cannot but contrast its soft green slopes, dotted with villages, and enriched with groves of orange, olive and cypress, with the utterly barren opposite wastes of Akarnania. 5 m. S. of the fort we find a chain of small islets, cultivated to the water's edge, lying just off the coast. These continue some 3 m., after which we reach the deep recess of *Vlako*, running far inland, and affording a most beautiful anchoring-place.

c. After leaving this charming gulf, we find, 3 m. to S.E., the considerable islet called *Meganisi*, anc. *Taphus*, the principal dependency of Leucadia. This boasts an excellent harbour, called *Vathy*. Continuing S. we soon arrive at the S.E. promontory of Leucadia, whence as far as C. Ducato the coast line is extremely tortuous, containing 4 deep recesses, of which the last and largest is that of *Vasilika*, whose entrance is marked by the long

sharp promontory, called *Lipsopyrgo*. At the head of this gulf are the ruins of Phara, in a fertile and cultivated valley, and it is bounded to the W. by the high narrow ridge that runs sharply out for 6 m. to end in C. Ducato.

Ducato is an Italian corruption of Leucato, which name, derived from the whiteness of the lofty cliffs (Λευκός, white), explains also the name of the whole island. Here is the traditional scene of Sappho's leap, and here also, on the commanding height of the dangerous cape, was a famous temple of Apollo. Of the temple, nothing now remains but the foundations. Near the ruins is the small monastery of S. Nicholas, the patron saint of sailors. Sappho's leap may more easily be reached by boat than by land, the latter route occupies 10 hrs. It is about 400 yds. only from the extreme point of the island, on the W. side of the point, and looking to the N.W., the cliff is about 200 feet high; a boat can land on the S.E. side of the promontory, and thence the leap can be reached in 10 minutes.

The W. coast of Leucadia is steep and dangerous, and unsheltered from a heavy sea. But in the extreme N. of the island will be found, on the long spit of sand already mentioned, a harbour (constructed by the Anglo-Ionian Government) protected by a mole, terminating in a lighthouse. The English also constructed a canal from this port to Amaxíchi, for boats drawing 5 ft. of water. Another attempt to make a ship-canal from Fort Alexander all the way to the open sea was a failure. For the course hence N. to Actium and Preveza, &c., see 88 c.

84. ITHACA.

Population 13,800.

Just 4 m. S. of C. Lipsopyrgo in Leucadia is the northernmost point of Ithaca, or *Thiaki*, as by a slight transposition of letters it is now called.

This far-famed island, whose extreme length, N.N.W. to S.S.E., is

but 14 m., and general width from 3 to 4 m., consists of two blocks of barren limestone mountain of nearly equal size and height. These are connected by a low isthmus, 2 m. long by $\frac{1}{2}$ m. across, so situated as to form with the W. coast of the island a continuous straight line. On the middle of this isthmus, which at either end is but 200 or 300 ft. high, is seated the steep conical hill of *Aetos*, 1200 ft., on whose summit is found the most interesting relic of ancient Ithaca, viz., the ruins of the CASTLE OF ULYSSES.

a. To the foot of this famous fortress hill there runs in from the E. side of the island a gulf, Pt. Molo, which forms a harbour so magnificent as even in Greece to be scarcely rivalled. The entrance, itself 2 m. wide, is half-way down the E. coast, whence the gulf extends inland 4 m. S.W., with a general width of $1\frac{1}{2}$ m. On either side it is overhung by rugged mountains; while at its extremity rises the conical hill just mentioned, on either side of which are seen the distant highlands of Cephalonia. But the distinguishing excellence of Pt. Molo is that it has on its S. side no less than 3 lovely inner harbours, of which the middle one, Pt. Vathy, runs back S.E. from Pt. Molo for $1\frac{1}{2}$ m., with a width of from $\frac{1}{2}$ to $\frac{3}{4}$ m.

b. At the head of this latter is situated the town of Vathy (2500 Inhab.), the modern capital of Ithaca. Of the many "Vathys" which we have met, this best deserves its name. The first view, from whichever side approached, must always excite the highest admiration. The town extends, in one narrow strip of white houses, round the head of the gulf close to the water's edge. Large ships can moor with perfect safety at the very doors of their owners. The beauty of the scene is enhanced by a small island crowned with buildings in the middle of the harbour, and by several isolated houses scattered over the rising ground immediately behind the town, and surrounded by trees and gardens.

A stranger brought at night by the

Greek steamer to the port of Vathy is utterly unable in the morning to discover by what course the vessel has entered what seems to him a small lake wholly surrounded by mountains.

A little way up Mt. S. Stephen, above the harbour, is the *Grotto of the Nymphs*, hung with stalactites, probably the very place in which the sleeping Ulysses was deposited by the Phæacians (*Od.* xiii. 116). The entrance is narrow, and to see anything of the interior it is necessary to be provided with lights.

In the days of Ulysses Ithaca ruled over its large neighbour Cephalonia, but from that time forward is hardly so much as mentioned, except with reference to its poetical celebrity.

In 1504 A.D. it was nearly, if not quite, uninhabited, having been depopulated by incursions of Corsairs; and record is still extant of privileges offered by the Venetian Government to the settlers from the neighbouring islands, and from the mainland, by whom it was re-peopled.

From 1797 to 1809 Ithaca passed under the yoke of France, Turkey, Russia, and France again. It was then wrested from France by England, and continued under British protection till it was ceded with the other Ionian islands to Greece in 1864.

The Earl of Guildford, who founded in Corfu in 1823 the Ionian University (now suppressed), had intended, if insuperable difficulties had not been thrown in his way, to establish that institution in Ithaca, nor could a more suitable seat for such an establishment possibly have been found.

The principal achievement, in fact, of English rule in Ithaca was the construction of roads, which since 1864 have been neglected. It may be questioned whether there is at present so much as a cart in the whole island. At the same time the rocky nature of the ground has made the decay of the roads extremely slow, so that they now present the appearance of broad grass-grown tracks of very unusual excellence for Greece.

Ithaca, like Ægina, is entirely free from marsh, and, like it, singularly healthy. Even in Vathy, which, shut in as it is, has an extremely high summer temperature, the heat is easily borne, though the water-supply leaves much to be desired.

The Ithacans are excellent seamen and laborious cultivators of the soil; very few are to be found who do not possess at least the rudiments of education; they are also famous for their longevity. The present population is about 13,000.

The island cannot produce food for its population even for half the year, but its commercial advantages more than make up for this.

The best handbook to Ithaca is unquestionably the '*Odyssey*,' and Col. Mure remarks that there is, perhaps, no spot in the world where the influence of classical association is so lively or so pure as here. Its history may be said to terminate with Ulysses and Homer, and in almost every point the descriptions of the latter are as accurate as if he had been a topographer as well as a poet.

The principal points of interest are, the Castle of Ulysses; the fountain of Arethusa; the so-called School of Homer.

These will be most conveniently visited by the yachtman, as follows:

c. THE CASTLE OF ULYSSES.—The ruins bearing this name are situated on the sides and summit of the conical hill of Aetos, already mentioned as crowning the narrow isthmus. A singularly beautiful road, made by the English, leads from Vathy to the base of the hill (4 m.), but it is easier to land at the base of the peak, and mount direct to the summit, 1200 ft.—a rough but not difficult scramble. Among the thick underwood which covers the sides of the hill may be traced several lines of enclosure, testifying to the highest antiquity in the rude structure of massive stones which compose them. They furnish a specimen of what are called Cyclopean remains. The situation of several

gates is distinctly marked; there are also the remains of two large subterranean cisterns and some appearances of a tower. There can be little doubt that this is the place to which Cicero alludes in praising the patriotism of Ulysses,—“how the wisest of men preferred even to immortality that Ithaca, which is fixed, like a bird’s nest, among the most rugged of rocks.” The name too of Aetos—i.e. *the Eagle’s Peak*, recalls the remarkable scene in the ‘Odyssey’ (ii. 146) where, during the debate in the agora, Jupiter sends down suddenly from the mountain-top a pair of eagles, which hover with ominous flight over the wondering crowd.

The view from the hill top is one of the loveliest in Greece. On the one side you look down on the broad blue channel, separating Ithaca from Cephalonia, whose lofty mountains rise steeply from the sea. At the distance of 8 m., at the head of the opposite bay, may be clearly discerned the ruins of that ancient city of Same, whence came four-and-twenty of the suitors of Penelope. On the other side the great port of Ithaca, with all its rocks and creeks, lies immediately below one’s feet. To the E. the eye ranges over innumerable islets to the mountains of Akarnania, while to the N. is seen the bold white headland of Leucadia, called Sappho’s leap—“the lover’s refuge, and the Lesbian’s grave.”

At the base of the “castled crag” of Ulysses have been discovered numerous tombs, several marbles with sepulchral inscriptions, and many bronze figures, some of them of delicate and beautiful workmanship.

d. **THE FOUNTAIN OF ARETHUSA.**—Leaving Vathy and continuing the circuit of Ithaca with our yacht, we reach, after a course of about 10 m., a point near the S.E. extremity of the island, and about 4 m. from Vathy direct, where rises a beautiful white cliff fronting the sea.

From its foot, a narrow glen, clothed with shrubs, descends by a rapid slope to the shore, framing, as in a picture, glorious prospects of the sea and of

the Akarnanian Mountains. In a recess on this declivity is a natural and never-failing reservoir, which tradition identifies with Homer’s *Fountain of Arethusa*. The islanders have never ceased to call the cliff Korax, i.e. the *Raven-rock*, and the ravens, which may often be seen soaring around it, speak home to the conviction with greater force than pages of quotation and argument. This then is probably the very precipice to which the poet refers when he represents Ulysses as challenging Eumæus “to throw him over the great rock” if he finds that he is speaking false (*Od.* xiv. 398); and there is every reason to believe that the little plain hard by was the swineherd’s station (*Od.* xiii. 407). At the present day we may observe that the Greek herdsmen always make their encampments near wells and springs; and such a source and such shelter as are found on this spot must have ever been valuable and celebrated in so thirsty a soil. Continuing our course round the S. end of Ithaca, and up the W. coast, after some 10 m. we reach the busy little port of *Opiso-Aeto*, just below the hill of Aetos, between which and Samos in Cephalonia there runs a ferry-boat once a week each way.

Hence, proceeding other 5 m. N., we find the small port of *Polis*, and some remains of the ancient *Skylax*, formerly the chief city of Ithaca. Thence, after turning the N.W. point, we arrive, after 5 m. more, at the head of the gulf of *Aphales*, whence we visit the so-called “School of Homer.”

e. **THE SCHOOL OF HOMER** is situated near the village of *Exoge* or *Oxot*. It consists of the substructions of some ancient buildings, perhaps a temple, and of several steps and niches cut in the rock. It is a sweet and pleasant spot, overgrown with rich festoons of ivy and other graceful creepers.

[It may be found convenient to land at the foot of Mt. Aetos from either shore, and take the road which passes from Vathy under it into the N. di-

vision of the island. This beautiful road, after crossing the isthmus, hangs like a cornice on the W. side of Mt. Neritos, high over the channel, commanding glorious views of Cephalonia. Some traces of the ancient road may still be seen.

1½ hr. from Aetos brings us to the Convent of *Kathara*, which being higher, commands a more magnificent prospect than that from Aetos, though not quite so pleasing.

Thence to the village of *Anoge* or *Anot* is about 26 minutes. From this village the summit of Mt. Neritos, 2350 ft., may be easily reached. From the same village a bridle-path will lead the traveller to the School of Homer, whence he may proceed to the village of *Exoge* and the port of *Aphales*.

The School of Homer, and the N. end of the island, may also be visited from the little port of *Phrikes*, near the N.E. corner of Ithaca.]

85. CEPHALONIA.

W. of Ithaca, and separated from it by a channel about 3 m. wide, is Cephalonia, the largest of the Ionian islands.

Cephalonia, *Κεφαλληνία*, is shaped like an irregular triangle, with its apex to the N., having in each of its three sides a deep bay; that of *Assos* to the N.W., that of *Samos* to the N.E., and that of *Argostoli* to the S.W. The two last mentioned form harbours of unusual excellence and spaciousness.

The history of Cephalonia is brief. In ancient times it boasted 4 chief cities—Same, Proni, Kranii and Pale. Same was the capital, and Homer mentions the island by that name, though he does also use the term *Kephallenian*. The whole island seems to have been subject to Ulysses.

During the Peloponnesian war Cephalonia was a passive member of the Athenian alliance; it adhered faithfully to the Macedonian kings in their wars with Rome: after the Roman conquest the whole island was the private estate of one noble, C. Antonius: it remained subject to the

Byzantine power till the 12th cent.: was for a long period under the rule of Venice: was seized by the French at the end of the 18th cent.: was wrested from France by England in 1809, and remained under British protection until in 1864 it, like its neighbours, was annexed to the kingdom of Greece.

Cephalonia is mountainous over almost its entire extent. One well-defined ridge, steep and narrow, runs from its N. end down to the S.E. extremity. This averages 3000 ft. in height, but towards its S. end rises gradually to a height of 5380 ft., whence it slopes down, not very rapidly, into the sea at C. Scala.

The greatest length of the island is 28 m. along the ridge aforesaid, its general breadth 17 m., and its circumference, without counting any of the smaller indentations, is fully 120 m.

The Cephalonians are of a graver character than the other Ionians. Enterprising and industrious, and somewhat morose in temperament, they have long obtained distinction among the Greeks by their firmness of purpose, and they may be found settled as traders, medical practitioners, &c., throughout the Levant. None of the other Ionian islands profited so much by British rule, and none when discontented gave so much trouble. Serious insurrections took place both in 1848 and 1849. The island owes not a little to Sir Charles Napier, under whom were constructed the really excellent roads, still very fairly kept up, which open out the country in all directions, as also most of the public buildings in the capital, *Argostoli*.

Nearly 10,000 tons of currants are produced here annually, about 600,000 gallons of wine, and nearly the same quantity of olive oil.

The present population of the island is 70,000.

The N. end of Cephalonia throws out two promontories, C. *Daphnudi* to N.W., and C. *Guiscardo* to the E., the latter protecting a port of the same name, anc. *Panormus*. The name *Guiscardo* is derived from the great

Norman chief, Robert Guiscard, who conquered Naples, and died here in 1085, on an expedition against the Byzantine empire.

C. Guiscardo is barely 2 m. distant from the N.W. extremity of Ithaca.

a. Starting from this point we proceed S.S.E., down the channel, passing after 2 m., the islet of *Dhaskatium*, anc. *Asteria*, where the sailors lay in wait for Telemachus (*Od.* iv. 844). Some 8 m. farther on we find, about opposite to the S. extremity of Ithaca, the magnificent Gulf of Samos, into which we steer. This runs some 3 m. S.W. into the island, with a width of about 2 m. At the S. end of this fine bay is the small modern village of Samos, while both on the shore in the village, and on the sides and tops of two conical hills hard by, are the ruins of the ancient Same, exhibiting a solidity of construction second only to that of Mykenæ or Tiryns.

The westernmost of the two hills, 750 ft. high, is crowned by a deserted monastery, erected on massive Cyclopean or *Pelasgic* foundations. That to the E., 900 ft. high, has a flat top, encircled by fortifications, some of whose stones are fully 5 ft. thick. On the W. slope of this second hill one piece of the ancient wall remains in capital preservation. There are 5 tiers of stone, each one 3 ft. high, carefully squared, and from 6 to 18 ft. long. The exactness of the fitting is admirable. These stones formed only the outer face of a wall of enormous thickness, whose inner line is only just discernible above ground.

The ruins are beautifully overgrown with shrubs and creepers, so much so that it is advisable to take a guide from the village. The view from the E. hill is magnificent, and before the invention of gunpowder the fortress must have been extremely strong. Now the site is completely commanded by another hill of double its height immediately behind.

The broad but sheltered harbour of Samos, and its position on the channel, which affords most direct communication between the Adriatic and the

Levant, seem to point it out as being still, as of old, a far more eligible site than that of Argostoli for the capital of the whole island. The fine plain which lies to the W. is considered very unhealthy, but the malaria would be greatly diminished by cultivation.

There are various curiosities in this neighbourhood well worthy the attention of strangers, besides the ancient ruins; more particularly a stream of fresh water, rising in the sea about $\frac{1}{2}$ m. from the shore, and which on a very calm day may be seen gushing up at least a foot above the surface. Again, near the shore at this point there is a subterranean lake, or abyss, open at the top, the circumference of which is about 150 yds. Farther up the valley of Samos and near the road to Argostoli, is another singular cavern. Indeed, Cephalonia abounds in both artificial and natural curiosities.

[A carriage-road runs from Samos to Argostoli, about $14\frac{1}{2}$ m. ($4\frac{1}{2}$ hrs.' drive), crossing the backbone of the island at a gap where it is but 1900 ft. high, and passing near the Monastery of S. Gerasimo. This road used to be excellent, and is still in tolerable condition, but the views from it are nowhere very remarkable.]

b. Continuing our course, we turn C. Chelia 4 m. from Samos, and, proceed 10 m. S.E., under a mountain range of considerable height, parallel to the main ridge, and separated from it by a deep valley, whose drainage escapes to the sea by the very beautiful gorge of Rakli, which is well worthy of a visit, and easy of access from a yacht. A broad path leads from the beach along the banks of a watercourse, which is dry during part of the year. Rakli is a corruption of *Haraklea*, a small ancient town, whose coins bear the club of Hercules, in allusion to the legend which attributes the deep gorge cut through the limestone hill to a blow from him.

High up on the mountain to the N. of the river is the monastery of *Atros*, commanding a superb panorama eastwards.

Quite a short distance to the S. is the lovely bay of *Poros*, with a small mole, off which a vessel can anchor in deep water.

On the slopes above, to the S., Sir Charles Napier formed a Maltese colony, but the malaria arising from the valleys of Rakli and Pirgi, especially in the autumn months, prevented it from prospering, and it has been long abandoned. The row of houses, with their roofs fallen in, the line of solitary trees, and the broad road now overgrown with grass, are the only relics of this ill-fated project.

On the hill above are the ruins of *Proni*, one of the 4 chief cities of the ancient Kephallenia.

4 m. S.E. from Poros we clear C. *Kapri*, and turn S.W. for 6 m. to C. *Scala*, the S. extremity of the island. Here is a dangerous reef of rock, frequently fatal to currant-vessels from *Patras*. It is called the *Carava* shoal, and is marked by a buoy.

Hence proceeding about 7 m. N.W. we enjoy a most splendid view of the great mountain of Cephallenia (5380 ft.), the *Ænus* of the ancients, now called *Monte Nero*, or "Black Mountain;" also *Elató Vuno*, i.e. "Pine Mountain." These names are derived from the pine-forests which once covered it, and were of sufficient importance to attract the notice of the great Napoleon. But about the beginning of the present century some peasants from a village at the S. end of the mountain, seeking to fell a tree in their usual extravagant and lazy manner by burning through its base, succeeded in setting the forest on fire. A strong hot dry wind was blowing from the S., so that the fire assumed enormous proportions, and for weeks the mountain was in a blaze.

Of the formerly extensive forest not much now remains, save some at the N. end of the mountain, of which the best part is not visible from the sea.

The mischief to the island has been incalculable; springs have dried up, and large tracts of cultivated land

have been overwhelmed by the débris brought down by the heavy rains.

The mountain presents a grand appearance from the deck of a vessel. It seems to rise perpendicularly from the water's edge to the height of more than 1 m. into the sky. The district at its base is, however, thickly dotted with villages, whose number *Eikostimia* (i.e. twenty-one) gives the name to the region.

The coast now turns again to the W. for 5 m., when we pass the small islet of *Dias*, or Jupiter, on which is a monastery, and see before us, 6 m. N.W., the islet of *Guardiani*, on which is a lighthouse marking the entrance to the Gulf of Argostoli. This is a very considerable arm of the sea, running due N. for 10 m. inland, with a general breadth of 2 to 3 m. On the E. side of this, some 3 m. from its entrance, there runs back, nearly due S., and parallel to it, a second smaller gulf $2\frac{1}{2}$ m. long, and a full mile broad at first and gradually narrowing, which forms the capacious and secure harbour of Argostoli.

There is a lighthouse also on the point whence this second gulf runs back.

c. Argostoli (Pop. 9000), the capital of Cephallenia, lies on the W. shore of its harbour, under the steep narrow rocky ridge, some 300 or 400 ft. high, which separates the inner from the outer gulf. There are two very poor hotels here. The *Australian Lloyd's* steamer calls here every Wednesday from Zante, Syra and the Levant, leaving for Corfu and Brindisi. On Thursday morning the *Greek boat* comes from Zante and Patras, goes on to Corfu, and returns on Sunday on her way back to Patras. There is also telegraphic communication with Zante and Ithaca, and thence to Greece and other countries. A traveller wishing to visit Ithaca from this may drive over to Samos, whence he can cross in a ferry-boat in about an hour to Pisæto, and thence drive over to Vathy in about $1\frac{1}{2}$ hrs. Argostoli is a well-built town, in a most beautiful position, though somewhat

shut in, and enjoying no distant view. It has wonderfully recovered from the effects of a most disastrous earthquake in 1866. The Cephaliots suppose their island to be liable to a violent shock every 100 years, and consider themselves at present insured for three generations, regarding very little the slight tremors which are of frequent occurrence.

About a mile N. of Argostoli is the extraordinary and hitherto unexplained phenomenon of the sea running into the land! A steady stream of considerable volume pours into the rocky beach, with a fall of between 2 and 3 ft. Two mills, whose wheels are plainly seen from the deck of any vessel entering the harbour, have been erected to profit by this unusual motive power. The stream, however, can scarcely work both mills at once to advantage, and all attempts to increase either its fall or volume by excavations behind the mills have proved useless.

A good road leads from Argostoli, past the mills to the lighthouse, along the coast of the outer gulf, and so back over the ridge into Argostoli again. This makes a short and pretty drive.

Above Argostoli the gulf becomes a mere lagoon, and is crossed by a picturesque bridge or causeway, nearly half a mile in length, built in 1813 by the British.

During the insurrection of Sept. 1848, a large body of insurgents, marching to the attack of Argostoli, were held at bay on this bridge by a dozen English soldiers of the 36th Regiment, five of whom were killed or wounded before reinforcements arrived.

Just beyond the present termination of the lagoon, on its E. side, are to be found, on the steep hill-face, the ruins of *Kranti*, which consist of traces of a fortified enclosure. The masonry is polygonal, and styled Cyclopean, but the stones are not very large.

[d. About 4 m. S. of Argostoli, and very conspicuous from its harbour, rises the conical hill, 1000 ft. high, on which

is perched the Venetian fortress of *S. George*. There is a good carriage-road to it, and the drive is pretty, and the view from the summit very fine; but the fortress is of no great interest.

Another carriage-road excursion is to the monastery of *S. Gerasimo*, the patron saint of the island. The road (the same as that to Samos) has to cross a ridge 1650 ft. high, and then descend to the monastery, which lies in a small level plain, with no outlet, and full of wells, 1200 ft. above the sea, and immediately below the great mountain. It takes 3 hrs. to reach the monastery; 1½ hr. to return. From this monastery the ascent of the Black Mountain is most easily made. There is a carriage-road, the work of Sir Charles Napier, up the mountain, by numerous zigzags, which crosses the main ridge, at a point called the pass of *S. Liberale*, or *S. Leftert*, 3500 ft., some miles N. of the summit, and then follows the watershed into the pine-forest, and terminates at a cottage, also Sir C. Napier's work, in a lovely spot, in the heart of the forest, 3750 ft. This road has been much neglected, but carriages do still force their way up it. There is also a mule-track, which leads up the mountain, direct from the monastery, striking the road where it enters the forest. Near the cottage there is a cistern, seldom without water.

On entering the forest, there is an instantaneous change from an arid desolation of bare bleached stones to an exuberance of verdure. Moss of extraordinary thickness envelopes the highest rocks, green grass and a profusion of flowers delight the eye.

Sir Charles Napier was recalled shortly after he had accomplished this mountain road, which he satirically termed "his road to England." During his rule he was bitterly complained of by the natives, who have since, according to his own prediction, come to revere his memory almost as that of a saint.

Thence to the summit, along the backbone of the mountain, is still some distance. The ascent is very gradual. The trees become fewer and fewer, and

at last cease entirely. After 2 hrs. walking or riding, at a nearly uniform height, among white limestone pinnacles, standing out from the ridge like teeth from a jaw, we reach the true summit, 5380 ft. Here was formerly an altar of Jupiter Ænus, and here still may be found numerous small pieces of bone from the sacrifices. The summit affords a panorama which well repays the ascent, particularly if reached before sunrise. Then Parnassus and Taygetus, though respectively 98 and 111 m. distant, are seen as if close at hand! The heights of S. Salvador, in Corfu, are also visible. Leucadia, Ithaca and Zante are stretched out at one's feet; but the chief beauty is the superb chart, as it were, of the innumerable islands off the Akarnanian coast, and of all the intermediate sea and the Gulf of Patras.

The ascent will scarcely be made in less than 7 hrs. from Argostoli.

Snow lies on the Black Mountain for from 2 to 4 months every winter; and after any great fall is gathered and stored in pits for summer use. Some of these are near the pass of S. Libérale.]

From Argostoli, following the coast to *Lixuri*, it is nearly 20 m. But the distance straight across is less than 3, nor is there anything at the head of the gulf to reward the circuit.

e. *Lixuri* (Pop. 8000), the rival of Argostoli, and capital of the W. division of the island, is a busy growing place; but only interesting, as showing, far more than Argostoli, the effects of the earthquake of 1866. The country about here is less beautiful than the rest of the island, but more fertile. More than half the currant crop of Cephalonia is grown in this part of the island, and behind the vineyards may be observed hills of the same formation as those near the currant-plains of Patras. About 1 m. N. of *Lixuri* are the ruins of *Pala*.

Very little oil is produced in *Lixuri*, the olive-growing district being on the side of Argostoli.

Leaving *Lixuri* we proceed past the islet of *Guardiani* into the open sea, along a rugged and uninteresting coast, a circuit of full 20 m., as far as *C. Atera*.

f. Thence a course of 8 m. E. brings us to *Assos*, situated on a peninsula. Here stands a mediæval castle, in which is a piece of Hellenic wall, proving the existence of a more ancient fortress. The castle commands two harbours, and the cottages and vineyards within the wide enclosure of the deserted walls are pretty and cheerful; while the picturesque village on the shore below, with its groves and gardens, relieves the sternness of the neighbouring sea and mountains.

From *Assos* a course of 5 m. N. brings us to *Cape Daphnudi*, and completes the circuit of the island.

86. ZANTE.

From the S. extremity of *Cephalonia* it is about 7 m. to *C. Schinari*, the N. point of the island of *Zante* (anc. *Zakynthos*).

This island, which has enjoyed in modern times a reputation denied to it in antiquity, is of triangular form, with its apex to the N. and base to the S.E. Its extreme length is 21 m., and greatest width 11.

The back of the island, *i.e.* the side toward the open sea, consists of an unbroken range of barren limestone mountains, of nearly uniform height, just exceeding 2000 ft. at most; but along the N.E. coast there is a series of broken prettily-wooded hills. Between these, at the S. end of the island, is a wide low-lying plain of great fertility, principally devoted to the growth of the currant-vine and other grapes.

The *Zantiot* population offers a great contrast to that of *Cephalonia*. Their character and language have a strong admixture of Italian. They show great fondness both for music and art, and appreciate country life in a manner unusual among genuine Greeks. They

Lack perseverance, but are terribly passionate (the number of murders, generally committed in a moment's heat, is quite appalling for so small a place).

Earthquakes are very frequent, and bad ones are expected about every 30 years. The last considerable one was in 1874.

Zante was under British protection from 1809 to 1864.

A new industry has been developed in connection with the olive-oil trade, by which pyrene oil is obtained from the residuum of the pulp and kernels of the olives. The usual pressing-apparatus is so primitive in construction, that at least 4 per cent. of the oil was left untouched in the residuum, but by the application of steam-power this is now utilised. Two pyrene-oil manufactories have been established in the island of Zante, producing about 750 tons per annum. The obstinate resistance of the peasants to anything like improvement is shown by the fact that they persist in using the refuse of the olive mills (which contains this pyrene) for fuel, although by bringing it to the factory they can obtain a price sufficient to procure a double quantity of firewood.

Sailing S.E. from C. Schinari, along the N.E. coast of Zante, we enjoy a particularly pleasing prospect of well-wooded slopes, dotted with churches and villages, and abounding in olive and cypress-trees; but not affording anything particularly to tempt the traveller ashore, except the well-known cave on the beach about halfway down, from the sides of which drips an oily matter, which running into the water gives it the name of the Tallow Well, or grease spring. The

Town of Zante, the capital of the island, is prettily placed along the edge of a wide shallow bay, somewhat protected by a long mole thrown out, but open to the E. Both Greek and Austrian steamers call here. The island is now in telegraphic communication with every part of the world, the cables are the property of the Eastern Telegraph Company.

Vessels can easily coal here; cost 44 to 53 frs. per ton.

A British Vice-Consul resides here.

Inns, several; the best is the *National*.

The streets are narrow and tortuous, and the buildings for the most part modern and commonplace, but a few handsome old Venetian houses still remain. The churches are particularly numerous, and several of them richly ornamented, particularly that containing the shrine of St. Dionysius, the patron saint of the island. This Dionysius, who must not be confounded with others more famous of the same name, was a native of Zante, and died in 1624 A.D., having been many years Archbishop of Aegina.

The traveller who comes to Zante by steamer will be astonished at the quantity of flowers brought to the steamer for sale, and at their cheapness, and this at any time of year.

On the N. side of the bay is a very pretty thickly-wooded hill called *Acroteri*, on which are several nice houses, which command a lovely view towards the Morea. This hill terminates toward the W., immediately above the town, in a flat-topped summit, 700 ft. high, with sides almost precipitous to the N.W. and S. The old castle walls, enclosing 12 or 14 acres of ground, follow the edge of this flat. The traveller should by no means omit to ascend to the very highest point, whence there is a most remarkable view.

Behind the town a flat plain stretches away to the S. coast, and the distant mountain range.

To the S. of the bay rises the most remarkable feature in the whole island, viz., the conical hill of *Skopo*, 1400 ft., whence the "outlook," as its name implies, is indeed magnificent.

A tooth of rock, sticking up from the summit, gives a remarkable appearance to the hill. The traveller is recommended to ascend this also, which may very easily be done in one day.

Leaving Zante we run S.E. for 6 m.

to clear Capes *Vasiliko* and *Ieraka*, and enter the large bay that deeply indents the S. end of the island.

At the N.W. angle of this bay, 7 or 8 m. from C. *Ieraka*, are the famous pitch-wells mentioned by Herodotus (iv. 195).

They are in a small marshy valley, immediately below the great mountain range. A bank of shingle separates the marsh from the sea. Landing on this, and then skirting the W. side of the marsh, the traveller will not fail to hit the best of the wells, which is close to a small cottage. A fairly strong stream of water rises up from a circular pit, 4 ft. diameter and 2 ft. deep. Just below the surface of the water floats a cloud of pitch, all full of bubbles, which keep continually rising and bursting. The water itself is clear, but with a strong taste. It is used medicinally by the natives.

There are also other wells of pitch, but, being in the marsh, they are hard of access.

The valley is pretty, but in summer uninhabitable by reason of the mosquitoes.

The island terminates to the S. in the bold bluff, about 5 m. distant, called C. *Chieri*. The back of the island is uninteresting.

87. THE STROPHADES.

The *Strophades* (in Italian *Strivali*) are dependent on Zante, and situated in the Ionian Sea, about 40 m. to the S. of it. They are two low islets, the larger of which is rather more than 3 m. in circumference, and is inhabited and cultivated by Greek monks, who dwell in a convent, the foundation of which is ascribed to one of the Byzantine Emperors, and which contains the tomb of St. Dionysius, the patron saint of Zante. These islets were celebrated in antiquity as the fabled abode of the Harpies (see Virg., *Æn.* iii. 209). The sons of Boreas, the story said, pursued the Harpies to the *Strophades*, which were so named because the Boreads there "turned" from the chase.

SECTION VII.

TURKEY IN EUROPE AND GREECE—continued.

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TURKEY IN EUROPE.

88. ALBANIA.

Quitting this group of the Ionian Islands we resume our northward course, and approach the beautiful Ambracian gulf, *In Eptro nihil Ambracio sinu nobilius est* (Pomp. Mela). Through this passes the boundary between Greece and Turkey, leaving the whole of the entrance, however, in the hands of the latter power, by reserving to it a small strip of territory south of the channel connecting it with the sea.*

This channel is narrow and tortuous, and not more than 700 yds. wide in one part. Just within the entrance, on the northern shore, stands the town of

a. Prevesa (Pop. 4540, of whom 3400 are Christians).

British Vice-Consul: C. A. Blake-ney, Esq.

To the seaward of the town is a bar

* For the frontier as fixed by the Conference of Berlin in 1880, see ante, p. 207.

which all vessels must pass. In 1863 a channel across it, having 3 fms. least water, was found by H.M.S. Hydra, but it is constantly shifting, and the depth at present is probably less than 2 fms. No vessel, however small, should attempt to enter without a local pilot.

Prevesa is in communication with Corfu by means of steamers of the *Austrian Lloyd's*, and there is a telegraph to Arta and Joannina. Coal is not obtainable.

No ancient city seems to have stood on the site of the modern town. On the fall of Venice the French occupied this part of the coast as well as the Ionian Islands, but in 1798 it was taken by Ali Pasha of Joannina, who overwhelmed the French garrison, slaughtered many of the native Christians, and carried off a great proportion of the remainder to cultivate his estates in other parts of his dominions.

The modern town is a poor little place, but it has a considerable trade; Vessels were formerly obliged to call here, on their way up the Gulf of Arta

where they proceed in the beginning of the year for Valonia acorns. The other exports are sheep, wool, and cotton.

b. The Gulf of Arta has a length of 18 m. from W. to E., and a breadth varying from 3 to 10 m.; the scenery is extremely beautiful, and this, together with the numerous ruins on its shores, gives it peculiar interest to the traveller. The hills are mostly composed of rugged blocks of limestone, in the crevices of which grow myrtle and other brushwood, amongst which is a small scarlet blossom, from which a dye is manufactured. To the E. of Prevesa the shores of the gulf are deeply indented, forming many secure and well-sheltered anchorages, but which are of little use, owing to the shallow bar at the entrance to the gulf. The southern and eastern shores are high and bold, the northern, low and swampy, with large lakes separated from the gulf only by narrow sandy ridges. The lakes abound with fish, and are the resort of numerous aquatic birds. Woodcock are very plentiful in the season, especially about the mouth of the river Louro. At the N.E. end of the gulf the low sandy coast terminates and gives place to rocky hills which form its E. and S. sides. At the head of Kervasara Bay, an inlet on the S.E. side, are the extensive ruins of *Limnæa*. A submarine volcano is said to exist within the bay, about 150 yds. from the shore, with about 2 fms. on it. An eruption took place in November 1847, and again in February 1875; great numbers of fish were destroyed, and the sea was covered with sulphur which floated as far as Prevesa.

At SALAGHORA ROAD, on the N. side of the gulf, passengers used to land on their way to Arta. Three miles to the eastward of the road is the land formed by the present mouth of the *Arta River*, which is navigable for boats for about 4 m. The town of Arta is situated 7 m. from the entrance of the river, on the site of the ancient AMBRACIA. It can

be reached from Prevesa on horses in about 12 hrs. Few places in Albania are more magnificent in aspect and situation, and to an antiquary its picturesque Hellenic walls and other ruins are more interesting still.

Punta and its territory was ceded to Greece by the convention of May 24, 1881. It was therein stipulated that all the fortifications commanding the entrance to the gulf of Arta, both on the side of Prevesa as well as on that of Punta, were to be disarmed, and to remain so in time of peace between Greece and Turkey. The navigation of the Gulf of Arta was to be entirely free, so that passengers are no longer obliged to touch at Prevesa; those desiring to go to Arta (now a Greek city) land at the port of MENIDI, where a Greek health office has been established. The road thence to Arta is tolerably good, the *Kaimakalik* has now been transferred to Philipiades, a small village near Arta, where a number of Mohammedans from the latter town have settled.

[From this to Joannina the distance is about 40 m., and the road, for Greece or Turkey, very good. About half way is the Khan of *Pendeptigadia*, a convenient resting-place.]

c. On leaving the Ambracian gulf, and before rounding the bluff point of Prevesa, we pass on the left PUNTA, the ancient Actium, the point or *actè* which gave its name to the great victory gained by Augustus over Antony and Cleopatra on the 2nd Sept. b.c. 31; which decided the fate of Rome and of the world. The fleet of Antony was situated within the strait, in the bay of Prevesa, and his army was drawn up on the point above named, facing it. The imperial fleet was in the port of Gomaros, now *Mytika*, to the N., in the open sea. Antony and Cleopatra, having become disheartened, determined to retire to Egypt, and it was while coming out of the strait for this purpose that they were attacked and their fleet utterly destroyed. Cleopatra succeeded in reaching Egypt, where she was joined

by her lover, and both put an end to their lives in the following year.

After the battle Augustus founded NICOPOLIS, the *City of Victory*, on the very spot where his army had been encamped. The ruins are about 3 m. N. of Prevesa, on the narrowest part of the isthmus, separating the Ambracian gulf from the Ionian Sea. The whole surface of the ground is covered with remains of ancient edifices, consisting of tombs, baths, walls, &c., but the most remarkable are the ruins of the *Aqueduct*, which conveyed water to the city from a distance of 30 m.; the *Palace*; the *Acropolis* or *citadel*; the *Stadium*, and the *two theatres*.

Farther to the N. is *Port Phanari*, the "sweet harbour" of the ancients, into which flows the river Acheron. Far above it in the gloomy gorge of that river, on an isolated rock, may be seen in fine weather the far-famed castle of Suli, rising 1200 feet above the river. The gallant resistance offered by the Suliotes during 10 years to Ali Pasha, and afterwards to the whole Turkish army, and the important part they took in the Greek war, are well known.

d. On the northern side of the bay is the small town of *Parga*. Few situations on these shores can rival it in point of beauty. A fine conical hill covered with houses, and surmounted by an old Venetian castle, projects out into the sea, forming two little harbours, fitted only, however, for small craft.

The history of Parga dates from the 14th century, when it was occupied by the Venetians. When the Ionian Islands were handed over to England, their dependencies on the mainland reverted to the Sultan.

The principal families emigrated in 1819 to the neighbouring islands and to Greece, but some of their numbers have returned, and still

"By Suli's rock and Parga's shore
Exist the remnants of a line
Such as the Doric mothers bore."

There is a road from Parga to Joannina, which occupies about 30 hrs. on horseback, passing by Suli, Romanates and Dramisius.

GREECE.

89. PAXO.

To the W. of Parga is the little island of *Paxo* or *Paxos*, the northern point of which is 8 m. from the S. extremity of Corfu. It is about 5 m. in length, and 2 in breadth, with a population of 3500 souls. Its soil is dry and stony, but it produces olives, almonds and vines. The principal village is a cluster of houses at *Port Gato* on the E. side opposite Albania. The harbour is curiously formed by a small rocky islet, crowned with a fort, and sheltering a little creek which may be entered at both extremities.

Immediately S. of Paxo, and separated from it by a narrow channel, is the barren and rocky islet of *Antipaxo*, uninhabited except by a few shepherds and fishermen, but resorted to by sportsmen in the season for shooting quails, which sometimes alight here in almost incredible numbers.

The island of Paxo has been made an object of much interest by a legend recorded in Plutarch's 'Defect of Oracles,' and so well told in the words of the old annotator on Spenser's 'Pastoral in May'—"Here, about the time that our Lord suffered His most bitter passion, certain persons sailing from Italy to Cyprus at night heard a voice calling aloud, *Thamus! Thamus!* who, giving ear to the cry was bidden (for he was pilot of the ship), when he came near to *Pelodes*" (the Bay of Butriunto) "to tell that the great god Pan was dead, which he doubting to do, yet for that when he came to *Pelodes* there was such a calm of wind that the ship stood still in the sea unmoored, he was forced to cry aloud that Pan was dead; wherewithal there were such piteous outcries and dreadful shrieking as hath not been the like. By which Pan, of some is understood the great *Sathana*, whose kingdom was at that time by Christ conquered, and the gates of hell broken up; for at that time all oracles ~~su~~ ceased; and enchanted spirits

were wont to delude the people henceforth held their peace."

Milton thus alludes to the legend in his 'Ode on the Nativity'—

"The lonely mountains o'er,
And the resounding shore,
A voice of weeping heard and loud lament;—
From haunted spring and dale,
Edged with poplar pale,
The parting Genius is with sighing sent."—

From Parga to *Murto* the coast is uninhabited, precipitous and without anchorages. Here we enter the channel between Corfu and the coast of Albania, which varies from 2 to 12 m. and affords one of the most beautiful and striking spectacles in the world. The Albanian coast becomes less rugged, the ridges of snowy mountains retire farther into the interior, while the shores in the vicinity of the sea offer by their bleak but varied aspect a striking contrast to the wooded and cultivated shores of the island. The best anchorages on the mainland in this channel are, the spacious bay of *Gomnitsa* and the port of *Vattuzza*, formed by *Kalamà* Point and an islet joined to the shore by a reef of rocks.

90. CORFU.

Corfu Road extends in a N.W. and S.E. direction along the N. face of the town, and is sheltered from the N.E. by *Vido* and its outlying shoals. It affords anchorage nearly 3 m. long by 1 m. wide, and in depth from 10 to 18 fms. Ships of war generally anchor in mid-channel, smaller vessels in about 5 fms. near the Health Office.

Corfu (Corcyra, Κέρκυρα).

British Consul: R. Reade, Esq.

Vice Consul: Ths. Woodley, Esq.

Inns: *Hôtel de St. George, La Bella Venezia, The Club Hotel, Hôtel de Paris, Hotel de la Ville, Hôtel de Constantinople.* The two first only are really good.

English Church—Rev. J. W. O. Hughes, Consular chaplain. Divine service held every Sunday, morning and evening, throughout the year.

Means of Communication.

Austrian Lloyd's Steamers, Monday, 3 P.M. to Piræus (ar. Wednesday, 8 A.M.); Constantinople (ar. Friday, 6 A.M.); Smyrna (ar. Thursday, 9 A.M.); Saturday, 9 P.M. to Syra (ar. Tuesday, 6 A.M.); Smyrna (ar. Thursday, 9 A.M.); every other Sunday, 1 P.M. direct to Piræus (ar. Wednesday, 3 P.M.), Salonika (ar. Saturday, 8 A.M.); Sunday, 10 P.M. to Alexandria (ar. Thursday, 6 A.M.), to Port Said (ar. Saturday, 5 A.M.); every other Sunday, 1 P.M. to Patras (ar. Monday, 6 A.M.).

To Trieste direct, Tuesday, 1 P.M. (ar. Thursday 6 P.M.); Saturday, 6 P.M. (ar. Monday, 11 A.M.), via Dalmatian ports; Tuesday, 5 P.M. (ar. following Tuesday, 5 A.M.).

To Fiume via Brindisi, Thursday 12 P.M. (ar. Sunday, 6 A.M.); via Dalmatian ports, every other Sunday, 7 A.M. (ar. Thursday, 12 P.M.).

Besides communication via Syra and Alexandria to Beyrut, Cyprus, Jaffa, Salonika and Crete.

Florio Steamers from Corfu, Tuesday 5 P.M. to Brindisi (corresponding with steamers to Marseilles, Constantinople), Bari, Tremiti, Ancona, Zara and Venice (ar. Saturday, 8 A.M.); from Venice, Wednesday, 2 P.M., ar. in Corfu Monday, 12 A.M.

Greek Steamers from Corfu, Tuesday afternoon to Argostoli, Zante, Patras (ar. Wednesday evening), Corinth, Kalamaki, Piræus (ar. Thursday, P.M.), returning from Piræus Sunday morning, ar. Corfu Tuesday morning.

There are two lines of *Steamers* from *Liverpool* about every fortnight, *Burn's McIver's* and *Leyland's*, so that travellers may send out their heavy baggage by sea.

Vessels can coal easily; cost 48 fr. per ton.

For excursions along the coast small yachts can be hired at Corfu by the month or season.

Very good carriages are to be hired, and the roads about the island are good. Sportsmen can hire beaters with dogs, also commissionaires and interpreters, who are in the habit of providing for their employers everything that may be required.

Travellers coming from or proceeding to Athens should not hesitate about choosing the road by the Isthmus of Corinth instead of the long and somewhat dreary voyage *via* Syra.

Of all the Ionian Islands, Corcyra, or Corfu (an Italian corruption of *Korvufá*, the Byzantine name for the island, derived from the two peaks, or *κορυφαί*, on which the citadel is now built), is the one which ever has played the most important part in history. From the peculiar character of its beautiful scenery and delightful climate, it forms a connecting link between the East and the West. Its geographical position on the high road of navigation between Greece and Italy has made it a possession of great importance both in ancient and in modern times.

The island describes a curve, the convexity of which is towards the W.; its length from N.W. to S.E. is about 40 miles; the breadth is greatest in the N., where it is nearly 20 miles, but it gradually tapers towards its S. extremity. The historical name of Corcyra appears first in Herodotus. About B.C. 734 a colony was planted here by the Corinthians. It became rich and powerful, and by invoking the aid of Athens against the Corinthians, was one of the proximate causes of the Peloponnesian wars. For some generations afterwards its fortunes were very various: it was alternately seized by the Spartans, the Athenians and the Macedonians, and it finally fell under the Roman dominion B.C. 229.

It was frequently visited by illustrious Romans, and the last mention of it in the ancient authors is by Suetonius who relates that the Emperor Nero on his way to Greece sang and danced before the altar of Jupiter at Calliope. Its geographical position caused it to be much frequented at the time of the Crusades. Robert Guiscard seized it in 1081, and Richard of England landed here on his return from the Holy Land. After a short stay here he continued his journey to Ragusa, whence proceeding by land towards his dominions, he was made captive by the Duke of Austria.

[*Mediterranean.*]

During the decline of the Empire, Corfu underwent many changes of fortune, being sometimes in the hands of the Greek Emperors, sometimes in those of various Latin princes, particularly of the House of Anjou, then governing Naples, and always exposed to the incursions of freebooters and pirates. At length, A.D. 1386, the inhabitants sent a deputation to Venice to implore the protection of that Republic, under whose sovereignty they remained until its downfall in A.D. 1797. The other islands in the Ionian Sea successively fell under the dominion of the same power.

Venice made Corfu her principal arsenal and *point d'appui* in Greece, and surrounded the town with extensive and massive fortifications, which set at defiance the whole power of the Ottomans in the assaults of 1537 and 1570, and above all in the celebrated siege of 1716, remarkable as the last great attempt of the Turks to extend their conquests in Christendom. On this occasion the Republic was fortunate in its selection as Commandant at Corfu of Marshal Schulemberg, a brave and skilful German soldier of fortune, who had served under Prince Eugene and the King of Saxony. A statue of the Marshal, erected by the Senate of Venice, stands on the esplanade at Corfu, in front of the gate of the Citadel.

On the fall of Venice in 1797, the treaty of Campo Formio transferred the Ionian Islands to the French Republic, and they were occupied by a small French garrison, which was ere long expelled by a combined Russian and Turkish expedition. According to the provisions of a treaty between the Czar and the Sultan (March 21, 1800), the Ionian Islands were now erected into a separate state, under the vassalage of the Porte, and dignified with the title of the Septinsular Republic. The islands which constituted this republic were, Corfu, Cephalonia, Zante, Santo Maura, Ithaca, Cerigo, Paxo, and several others of less importance.

By the Treaty of Tilsit, in 1807, the Islands were surrendered by Russia to

Napoleon, when the Septinsular Republic "ceased to exist," and was incorporated with the French Empire. In 1809 and 1810, all the islands, except Corfu and Paxo, were captured by an English expedition, which was enthusiastically welcomed by the inhabitants. Paxo fell early in 1814; Corfu itself, saved from attack by its strong fortresses and large French garrison, was strictly blockaded until the fall of Napoleon, when one of the first acts of the restored Bourbons was to direct its surrender to the British forces. Finally, on November 5, 1815, a Treaty was signed at Paris by the Plenipotentiaries of Russia, Austria, Prussia, and England, whereby the Ionian Islands, of which England was then in actual possession, were erected, into "a free and independent state" under the immediate and exclusive protection of the British Crown.

A Treaty was signed in London on the 29th of March, 1864, between Her Britannic Majesty, the Emperor of the French, and the Emperor of Russia on the one part, and the King of the Hellenes on the other part, by which the Queen, on certain conditions, consented to renounce the protectorate over the Ionian Islands; and in consequence of which Her Majesty, the Emperor of the French and the Emperor of Russia, in their character of signing parties to the convention of the 7th of May, 1832, and in accordance with the wish expressed by the Legislative Assembly of the United States of the Ionian Islands, recognised the union of those islands to the Hellenic Kingdom. It was stipulated in this treaty that Corfu and Paxo with their dependencies were to enjoy the advantages of perpetual neutrality.

The ordinary landing-place is at the Health Office Mole, but there is another for man-of-war and yacht boats, called the St. Nicolo steps, and in the ditch of the citadel, whence a flight of steps leads immediately to the esplanade.

The *Esplanade* occupies the space between the town and the citadel, and

is laid out with walks and avenues of trees. On its northern verge stands the Palace, of white Maltese stone, ornamented with a colonnade in front, and flanked by the two *Gates of St. Michael and St. George*, each of which frames a lovely picture of the sea and mountains. The Palace was erected under the administration of Sir Thomas Maitland, and contains a suite of excellent ball-rooms. The *casino*, or villa of the king, was built by Sir Frederick Adam in a beautiful situation, about a mile to the south of the town. At the southern extremity of the esplanade is a terrace overhanging the sea, a little *circular temple* erected in memory of Sir Thomas Maitland, and an *obelisk* in honour of Sir Howard Douglas. There is also a *statue* of Sir Frederick Adam in front of the Palace, and one of Marshal Schulemberg in front of the drawbridge which leads into the citadel. To the W., the side of the esplanade next the town is bounded by a lofty row of private houses with an arched walk beneath them.

The stranger in Corfu had better devote his first hour of leisure to inspecting the splendid panoramic view of the town and island presented from the summit of the citadel. The *Greek Garrison Church* is a large building, with a Doric portico, at the S. side of the citadel. The ramparts are of various ages; some of them dating as far back as A.D. 1550. At the opposite, or western, extremity of the town, rises another fortress, erected by the Venetians at the end of the 16th cent., and still generally known as *Fort Neuf*. The hill on which it is built is less lofty and precipitous than that of the citadel. The fire of these two fortresses protects the harbour.

The town, including its suburbs of *Manduchio* to the W. and *Castrades* (called in Greek *Ραφίτσα*) to the S., contains 24,091 inhabitants. There are 4000 Latins, with an archbishop of their own, and 5000 Jews; the remainder of the people belong to the Greek Church.

The *Cathedral*, dedicated to *Our Lady of the Cave* (Ἡ Παναγία τῆς

Λιότιστα), is situated on the Line-wall, not far from Fort Neuf. The oldest church in the island is in the suburb of Castrádes, near the *Strada Marina*. It is dedicated to St. Jason and St. Sospiter, comrades of St. Paul, and who are related by tradition to have been the first preachers of Christianity in Coreyra. Though neglected, and repaired in bad taste, this church is a very graceful specimen of Byzantine architecture, and seems to have been erected out of the materials of heathen temples. Several columns and other ancient fragments are also built into the walls of the church at *Paleopolis*, on the road to the *One-gun Battery*. There are a great many other churches, the most remarkable being that of *St. Spiridion*, the patron-saint of Corfu, whose body is preserved in a richly ornamented case. The annual offerings at this shrine amount to a considerable sum, and are the property of a noble Corfiot family, to whom the church belongs. Three times a year the body of the Saint is carried in solemn procession around the esplanade, followed by the Greek clergy and all the native authorities. The sick are sometimes brought out and laid where the Saint may be carried over them. St. Spiridion was bishop of a see in Cyprus, and was one of the Fathers of the Council of Nice in A.D. 325.

The town underwent great improvements during the period of the British protectorate, but it is still cramped and confined, except about the esplanade. There is a fairly good *Italian Opera* house here.

All the prospects in Corfu present a union of a sea-view with a rich landscape, for the water appears everywhere interlaced with the land. The roads are excellent, and all the principal villages can be reached in a carriage; but the varied beauties of the island can only be seen by those who are able to make excursions in the country on horseback.

The favourite and most frequented drive, ride, and walk at Corfu, is to what is called the *One-gun Battery* (from a cannon having formerly been

placed there), situated above the entrance to Lake Calichiopulo, 2½ m. S. of the town, and commanding a charming prospect. In the centre of the strait below, and crowned with a small chapel of Byzantine architecture, is one of the islets (for there are two competitors) which claim to be the *Ship of Ulysses*, in allusion to the galley of the Phæacians, which on her return from having conveyed Ulysses to Ithaca was overtaken by the vengeance of Neptune, and changed into stone within sight of the port, (*Od.* xiii. 161.)

"Swift as the swallow sweeps the liquid way,
The winged pinnacle shot along the sea;
The God arrests her with a sudden stroke,
And roots her down an everlasting rock."

The other is an isolated rock off the N.W. coast, which certainly at a distance resembles much a petrified ship in full sail. It is visible from the pass of San Pantaleone.

In the olive-groves, beyond the *Chapel of the Ascension*, on the summit of a hill, about halfway between the town and the *One-gun Battery*, is annually celebrated on Ascension-day a most interesting Greek *festa*, which the traveller should try to see. It will afford him an excellent opportunity of witnessing the performance of the *Romaika* or Pyrrhic dance, and of becoming acquainted with the picturesque costumes of the peasantry.

There are three principal excursions, all over excellent carriage-roads, which will give a stranger a good general idea of the interior of Corfu.

a. To PALEOCASTRIZZA, 16 m. from the capital: as the name imports, an ancient fortress doubtless stood here formerly, on the ground now occupied by a convent of the Middle Ages, overhanging the sea. The beauty, quiet, and coolness of this residence are all delightful. The sea-bathing is excellent, and many charming excursions may be made in the immediate vicinity, as to the ruins of the *Castle of St. Angelo*, a mediæval fortress in a strong and romantic position. The road from the capital to Paleocastrizza crosses

the centre of the island, passing (at 5 m. from the town) the bay of Govino, used by the Venetians as the harbour for their galleys and smaller craft. On the shore are the ruins of their arsenals, storehouses, &c. Thence the road strikes inland through a forest of venerable olives, until within two or three miles of the convent, when it is carried along the face of a hill covered with arbutus, myrtle, and evergreens of various kinds. Below a precipice falls sheer down to the Adriatic, studded with rocks and islets.

b. The PASS OF PANTALEONE (13 m. from the town) is the highest point of the road which is carried over the mountain-chain of San Salvador. It is the only carriage-road to, and commands a splendid prospect over, the northern district of Corfu, the islands of Fano, Merlera, Salmatraki, and the second rock which claims to be the *Ship of Ulysses*. A favourite spot for picnics is under a huge oak-tree, 3 m. to the N. of the pass.

The PASS OF GARUNA (8 m.) affords a like view over the southern districts of the island; and is also very striking, though not so elevated as that of San Pantaleone.

These three excursions should by no means be omitted; others almost equally picturesque are—to *Benizze* (7 m.); to *Pelleka* (7 m.); and to the village of *Santa Decca* (8 m.) situated on the slope of the mountain of the *Ten Saints* (*Ἅγιοι Δέκα*), corrupted into *Santa Decca*, the second in height in the island.

c. The road to LEFCHIMO (the ancient *Leucimne*), the southern district of Corfu (26 m.), passes through Santa Decca. The island terminates in a white cliff, called *Cavo Bianco* by the Italians, a translation of *Leucimne*. From Cape Bianco to the *Sybota* Islands, close to the coast of Epirus, the southern entrance to the channel of Corfu is about 5 m. across.

The mountain of *San Salvador* (Is-tone) rises about 3000 ft. above the

sea, and is the highest point in the island, forming a striking object from the town. The best way to ascend it is to cross the bay (a distance of 8 or 10 m.) in a boat, and land either at *Karagol*, or a little to the eastward of the village of *Ipsa*, where horses or mules may be procured, and a guide to the Convent which crowns the summit. The path rises by a steep ascent through olive-woods, and then over the barren and rocky mountain side. Before reaching the small village of *Signies*, are passed several deep wells, round which the shepherds assemble their flocks. It is a tedious ascent from *Signies* to the Convent, which is not inhabited by the monks, except at certain festivals.

d. Off the N.W. coast of Corfu are her three island dependencies of *FANO* (*Othonis*), *MERLERA* (*Ericusa*), and *SALMATRAKI*, containing altogether about 1800 inhabitants, a peaceful and industrious race, exporting annually olive-oil, honey, grapes, &c. A fine sea-cavern is of course pointed out as *Calypso's Grotto* by the islanders to every stranger: it is now frequented by seals and wild pigeons. Fano is visited by sportsmen chiefly in the spring, for the purpose of shooting quails, which abound there during the annual migration.

At *Ptelia* and *Paganía* there are deer and wild boars.

The places above mentioned are all on the Epirot or Albanian coast of the channel of Corfu. Near *Santi Quaranta*, outside the N. channel, and about 18 m. from the harbour, there is also capital woodcock, wildfowl, as well as deer and wild-boar shooting. Further N., in the *Acroceraunian* Mountains, above *Port Palerimo* and the town of *Chimara*, *chamois* may be shot in summer, when the snows have melted. S. of Corfu there is excellent shooting (cocks, snipes, &c.), at *Port Phanári*, on the banks of the *Acheron*, and on the shores of the *Gulf of Arta*.

Many yachtsmen and other travellers visit Corfu every winter for the purpose of enjoying the excellent sport to be obtained on the Albanian

coast. In ordinary times there is little or no danger to be apprehended; but since the Russian war the country has been in a very disturbed condition, and no one should attempt to land there without having previously consulted H. M. Consul at Corfu.

TURKEY IN EUROPE—*contd.*

91. COAST OF ALBANIA.

a. One of the best places for snipe, woodcocks, and wild-fowl of all kinds is amongst the beautiful scenery of *Lake Butrinto*, which is connected with the sea by a river 3 m. long, and can be reached from Corfu by boat in 3 hrs. The ruins of *Butthrotum* occupy a rocky hill at the S. extremity of the lake. Good shooting is also obtainable at *Kataito*, and at *La Vitazza* near the mouth of the *River Kalamás*.

[b. *Excursion to Joannina*. The most frequented road from Corfu is to cross over to *Sayada*, a little port on the Albanian shore, nearly opposite the Citadel, which may be done in 2 or 3 hrs., the distance being 13 m. Thence to Joannina is a ride of 20 hrs. The traveller had better spend the night at *Ravento*, about halfway. Another road is from *Butrinto*, by *Delvino*, *Delvinaki*, and *Zitza*, and occupies 35 hrs. on horseback.

Joannina * is the chief town in Epirus, and the residence of a *British Vice-Consul* (Pop. 20,000). It is most beautifully situated. A large lake extends along the base of the mountain called *Metsikeli*, which forms the first range of Pindus, and rises 2500 feet above the level of the sea. At its base lies a small island, and opposite to it a peninsula, crowned by the fortress and town, stretches forward into the lake from the western shore. It derives its fame from having been the capital of Ali Pasha, to whom it owed its prosperity. When he found himself no longer able to defend it, during the

siege by the Sultan's army in 1821-22, he ordered it to be set on fire by his own soldiers. The fortress presents an irregular outline of dismantled battlements crowned by the remains of the Serai. Behind it appear some of the loftier points of the *Onitsa* and *Litharitza*. The former was a fortress 5 stories high, with a palace of 2 stories above it, which no longer exists. The latter is the first fortress he built, and only a few yards distant from the other.

Ali Pasha was betrayed by his own people, and treacherously murdered by the Turks in 1822.

The plain of Joannina is 20 m. long from N. to S. and about 7 in its greatest width. The lake is 6 m. in length and averages 2 m. across. Joannina is a very pleasant summer residence, and many interesting excursions may be made in the neighbourhood.]

Leaving Corfu by the Northern passage, we pass on the E. *Butrinto Bay*, the best anchorage on the coast of Epirus, and beyond it *Quaranta Bay*, well protected from all but west winds, and then 14 m. N.W.,

c. *Port Palerimo*, Lat. *Panormus*, a safe and deep harbour, and a good station for a yacht, if the owner feels inclined to explore the neighbouring mountains.

Between this and *Cape Linguetta*, which is a continuation of the *Oimara* range of mountains, running 9 m. out of the sea in a N.W. direction, and having a height of nearly 3000 ft. in the middle. The shore is almost always inaccessible; it has no shelter, though there small coves which formerly served to shelter the pirates who infested the Adriatic. Rounding this Cape, and passing between it and the lofty and precipitous island of *Sazona*, we enter the spacious bay of *Ablona*, an important position at the mouth of the Adriatic, as a refuge for vessels overtaken by S.W. winds on entering, or S.E. winds on leaving that sea. Another safe anchorage is *Durazzo Bay*. The town of *Durazzo* (anc. *Dyrrachium*) is situated at the extremity of

* Consult 'Travels in Sicily, Greece, and Albania,' by Rev. T. S. Hughes, 1820.

peninsula jutting out into the Adriatic. It is enclosed by mediæval walls, and is surrounded by rocks and the sea, except on the side where it joins the mainland. The roadstead is commodious, and only requires a mole to be run out from the horn of the present exposed bay to give shelter to large vessels. There is a considerable trade here, and steamers of the Austrian Lloyd's Company touch once a month.

The ancient city was one of the most powerful maritime towns of Illyria, it was founded by the Corcyreans, and the expulsion of its aristocracy in 436 B.C. was one of the proximate causes of the Peloponnesian war.

No traces of it remain, and it is probable that the ancient citadel occupies the site of the modern town, which has shrunk to the dimensions of a single street. The most interesting association connected with it is the memorable siege when the Norman Robert Guiscard defeated the Greek Alexius, A.D. 1081-1082.

[d. An excursion may be made hence to Scutari, a ride of 18 hrs.

It is 12 hrs. to *Allessio* through very picturesque country. *Allessio* is situated on the river *Drin*, and occupies the site of the ancient *Lissus*. On the hill above, which is crowned by a fortress, may be seen portions of the ancient Cyclopean walls. Tradition relates that the remains of Scanderbeg repose beneath the ruins of a Christian church, on the summit of the Castle rock, where a mosque now stands. There is excellent shooting here in winter.

Scutari d'Albania, anc. *Scodra*, Turk. *ISKENDRIEH*, Pop. 30,000.

H. M. Consul-General: W. Kirby Green, Esq.

Lodgings obtainable at a *Khan*.

This is now the capital of Upper Albania; the inhabitants are for the most part Mohammedans, but about one-third are Christians of the Latin Church. It is built on a hillock crowned by a fort, about 3 m. to the S. of the beautiful *Lake of Scutari*. This is 30 m. long and 5 or 6 broad, and is in the midst of a fertile and well-peopled

plain. It receives the waters of the *Moracca* and of several other rivers which flow from Montenegro and the mountains eastward. Large boats are employed on it.]

North of *Durazzo* is the *Gulf of Drino*, where good anchorage may be found if a vessel is caught in the Bora. Farther on is the *Boyana river*, which has its source in the Lake of *Scutari*, and is navigable by vessels of light draught nearly up to the lake, and by vessels of 150 tons more than halfway, but it is dangerous after heavy rains.

e. Six miles N. of its mouth is *Dulcigno* (Lat. *Olcinium*), a walled town of some importance, built in the form of an amphitheatre. At the beginning of the 16th century it was the most famous den of pirates in the Adriatic. Like *Ragusa*, it has two harbours; that nearest the town is small and shallow; the other, *Val di Noce*, is better, and is in fact the only one between the S. point of *Dalmatia* and the mouth of the *Drin*. It is well protected from the S. but exposed to the N. The old and new towns are divided from each other by the smaller harbour. The former, which includes the fortress, has now not more than 80 houses, while the new town has about 400.

This town has lately engrossed European politics, owing to its substitution for the *Lim Valley* and the *Tusi* district awarded to Montenegro by the Treaty of Berlin; so as to secure to her the free navigation of the *Boyana*, on which all the trade to *Scutari* passes. At *Gravosa*, in October 1880, might have been seen a spectacle unique probably in the world's history; the united fleets of Europe waiting to enforce the surrender of *Dulcigno* to Montenegro.

From this to *Scutari* is a ride of 6 hrs.

f. The last place of any importance on the Albanian coast, 9 m. farther N., is *Antivari*, anc. *Antiburum*, so called from being opposite *Bari* on the Italian coast. It is about a mile from the shore, on a detached rock, in the midst of very fine scenery.

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HANDBOOK
TO THE
MEDITERRANEAN:
ITS
CITIES, COASTS, AND ISLANDS.

FOR THE USE OF
GENERAL TRAVELLERS AND YACHTSMEN.

By LIEUT.-COL. R. L. PLAYFAIR,
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HANDBOOK

TO THE

MEDITERRANEAN.

PART II.

SECTION VIII.

ADRIATIC;—AUSTRIA AND DALMATIA.

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EAST COAST OF THE ADRIATIC.*

AUSTRIA.

Instead of continuing our route
wards, we shall proceed direct
weste, as in almost every instance
a traveller, not having his own

de Fortia, 'Voyage en Dalmatie,' Berne
A. A. Paton, 'Highlands and Islands of
Adriatic' Chapman and Hall, 1849; Sir
Wilkinson, 'Dalmatia and Monte-
Murray, 1849; Yrlarte, 'Les Bords
Mediterranean.]

yacht, desires to visit the coast of
Istria and Dalmatia, he will start from
that port, the head-quarters of the
Austrian Lloyd's establishment. The
best season for travelling in the Ad-
riatic is spring, or the beginning of
autumn. November is an exceedingly
bad month, and the end of winter is
always dangerous to navigation. Feb-
ruary is often very agreeable, and

de l'Adriatique et le Monténégro.' Paris,
Hachette, 1878. Consult also an excellent series
of articles in the 'Saturday Review,' on the
various Dalmatian Cities, in 1875-76.

generally preferable to March. Perhaps, on the whole, May is the best month, as autumn fevers are prevalent in some places.

It is of urgent necessity for the yachtman to have a correct list of the various lights on this coast; we subjoin the latest official statement of them, although the yachtman will necessarily have a proper chart. The following is an explanation of the abbreviations and marks after each:—

L.	denotes	Lighthouse.
H.	"	Harbour light.
Y.	"	Lightship.
gr.	"	green.
r.	"	red.
w.	"	white.
m.	"	miles.
S.	"	Signal station.
F.	"	Fog signal.
*	"	Revolving light.
○	"	flash (containing interval of time in minutes at which it recurs).

Example.

- * 1 minute—denotes Light revolving in 1 minute.
 r. and w. (t) —denotes red and white flashes at 30 seconds' interval (numbers given in minutes).

GULF OF TRIESTE.

Porto Buso	H. 3 m.
Grado	3 H. 3 m.
Grado	Double light (sector) 5 m.
Porto } Primero }	Double light (sector) 5 m.

The intersection of these two sectors covers the Bank Mula di Muggia.

Duino	H. 3 m.
Barcola	H. r. 2 m.
Trieste	L. 16 m. F. * (t)
Muggia	H. r. m.
Punta Sottile	L. 1 m.
Capo d'Istria	H. gr. m.
Punta Madonna	L. r. 1 m.
Pirano	H. gr. m.
Vallone di Pirano	L. gr. m.
Punta } Salvore }	L. 17 m. S. F. * (t)

WEST COAST OF ISTRIA.

Umago	L. gr. 6 m.
-----------------	-------------

Punta Dente	L. 14
Parenzo	H. r. 14
Rovigno	H. r. 14
St. Giovanni } in Pelago }	L. 14 m. * r. (t)
Fasana	L. 14
Punta Peneda	L. 14 m. * (t)
Cape Compare	L. 14
Porto Veruda	L. r. 14
Scoglio Porer (Cape) Promontore. }	L. 14

QUARNERO GULF.

East Coast of Istria.

Volosca	H. r. and w. 24
Ika	H. 34
Punta St. Andrea } (Channel of Faresina.) }	L. gr. 74
Punta Nera	L. 114

Island of Cherso, West Coast.

Punta Prestenizza (Channel of Faresina.) }	L. 13 m. * r. (t)
Punta di Cherso	L. 104
Scoglio Zaglava	L. 14 m. * (t)
Scoglio Galliola	L. r. 14 m. * (t)
Unie Island, Punta } Netak. }	L. 134
Sansego Island, Mount } Garbe. }	W. ○ 204

Island of Lossani, West Coast.

Lussinpic- } colo. }	L. w. and r. 11 and 94
Porto Cigale	H. gr. 2 m. H. r. 24
	L. gr. 64

QUARNEROLO.

Island of Veglia, West Coast.

Malinska	L. gr. 54
Veglia	L. 94
Punta Negrito	L. r. 94
Bescanuova	H. gr. 64
Scoglio Pervicchio.	
Bocca di Segna	L. 114
Scoglio Terstenik	L. 154

GULF OF FIUME AND HUNGARIAN CROATIAN LITTORAL.

Fiume . {	L. w. and r. 10 m. Y. w. and r. 2 m.
Portorè	L. 12 m. * (t)

Canal Maltempo . . .	L. r. 2m.
Voos (Island of Veglia) . .	L. 8. m.
L. on the mainland . . .	gr. 2 m.
Cerkvenizza . . .	H. r. 2 m.
Punta Selze, { Northern . .	H. gr. 2 m.
{ Southern . .	L. 12 m.
Novi	H. r. 2 m.
Segna, { Northern . . .	L. 12 m.
{ Southern . . .	H. r. 2 m.
Jebblanatz, { Northern . .	L. 12 m.
{ Southern . .	H. r. 2 m.
Carlopago	H. 8 m.

CANALE DELLA MORLACCA.

Island of Pago.

Pago	H. r. 2 m.
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DALMATIAN COAST AND ARCHIPELAGO.

Scoglio Gruizza . . .	L. 13 m. r. ①
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Island of Selve.

Porto S. Antonio . . .	L. 10 m.
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Is. Grossa.

Punte Blanche . . .	L. 17 m. ②
Sale	H. r. 2 m.

Scoglio

(Porto Tاجر.)	L. 17 m. r. and w. ①
Sestrice	

Channel of Zara.

Puntadura. Double light	W. 1 m.
Punta Amica.	L. 11 m.
Zara	2 H. r. 2 m.

Channel of Pasman.

Scoglio Babac	L. 10 m.
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Channel di Mezzo.

Stretto di Morter . . .	H. r. 2 m.
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Fort Saint Nicolò. {	L. r. 4 m. (at the entrance of the S. Antonio Channel leading to Sebenico).
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Sebenico	H. r. 2 m.
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Scoglio Lucietta . . .	L. 17 m. ✕ ③
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Scoglio Mulo	L. 14 m.
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Spalato	L. gr.
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Macarsca	H. r. 2 m.
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Sabbioncello.

Trappano	H. r. 5 m.
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Cape Gomera	L. 11 m.
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Orebič	H. r. 5 m.
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Stagno grande	H. r. 2 m.
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Broce	H. r. 2 m.
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Off Gravosa.

Scoglio Andrea . . .	L. 21 m. r. ④
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Scoglio Pettini . . .	L. 11 m.
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Scoglio Daza	L. r. 9 m.
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Gravosa (at the entrance of the Ombla)	H. gr. 2 m.
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Ragusa	L. r. 7 m.
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Island of Brazza.

Porte di Spalato . . .	L. 11 m.
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Porto Milná	H. r. 5 m.
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Porto S. Pietro . . .	H. gr. 5 m.
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Porto Postire	H. W. 5 m.
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S. Martino	H. 5 m.
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Island of Lesina.

Scoglio Pokonjidel . .	L. r. 9 m.
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Porto Cittavecchia . .	H. gr. 5 m.
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Porto Verbosca . . .	L. 9 m.
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Punta S. Georgio . . .	L. r. 9 m.
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Island of Lissa.

Scoglio Hoste	L. r. 9 m.
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Punta Stončica S. L.	17 m. ✕ 1 min.
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Comisa	H. r. 5 m.
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Island of Curzola.

Curzola	L. r. 7 m.
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Sestrice S.	L. 11 m.
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Island of Casza.

Punta Gradiška . . .	O. w. 24 m.
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Island of Lagosta.

Punta Skrigeva . . .	L. 25 m.
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Channel of Calamotta.

Scoglio Olipa	L. r. 9 m.
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Slano	H. gr. 3 m.
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Bocche di Cattaro.

Punta d'Ostro . . .	L. 23 m. ⑤
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Sema-phore.	
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Rondoni	H. r. 2 m.
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Castelnuovo	H. r. 2 m.
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Meglinje . double light	H. r. 4 m.
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Cattene	2 nameless lights.
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Cattaro	H. r. 2 m.
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Budua

.	H. 2 m.
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Centre of the Adriatic.

Island of Pelagosa . .	L. 26 m. ⑥
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92. TRIESTE.

Trieste. (Pop. 119,000.)

British Consul: Capt. R. F. Burton.

British Vice-Consul: E. W. Brock,

Esq.

Consul of the U. S.: A. W. Thayer, Esq.

Inns: *H. de la Ville*, on the Quay, dear; *H. Delorme*, corner of Corso and P. Grande, moderate; *Aquila Nera*, Corso; *Hotel Garni*, corner of P. Grande, overlooking the harbour.

Coaling Station:

English Church: in the Via S. Michele, built in 1830; daily services.

Chaplain: Rev. John Ormond, M.A.

There is a pretty little English cemetery, now very crowded, principally with sailors' graves. Amongst others who rest here is Charles Lever, the popular novelist, who died in 1872. He occupied the post of H. M. Consul.

Means of Communication.

The *Austrian Lloyd's Company* have steamers to FIUME every Sunday and Wednesday at 6 A.M. in 24 hrs., touching at the Istrian ports; and direct every alternate Tuesday at 6 P.M., and every alternate Wednesday at 6 P.M.

To DALMATIA and CATTARO, every Tuesday at 11 P.M.

To ISTRIA, DALMATIA, and ALBANIA, every Thursday at 6 A.M.

To DALMATIA and ALBANIA, every Saturday at 11 A.M.

These steamers touch at Pola, Zara, Sebenico, Spalato; Saturday's steamer also at Corfu.

To VENICE, every Tuesday, Thursday, and Saturday at 11 P.M. in summer, at midnight in winter.

To CONSTANTINOPLE, every Saturday at 2 P.M., via Corfu, Piræus.

To SMYRNA, via Brindisi, Corfu, Zante, Syra, Piræus, every Tuesday at 6 P.M.

To ANCONA, every alternate Tuesday at 6 P.M.

To PATRAS, SALONICA, CONSTANTINOPLE, touching at intermediate ports, every alternate Wednesday at 6 P.M.

To CORFU, ALEXANDRIA, every Friday at noon.

P. and O. Steamers every alternate Tuesday at 4 P.M., for Venice, Brindisi, Alexandria.

Compagnie Générale Italienne Steamers: Thursdays 10 P.M. to Venice, Ancona, Brindisi, and Constantinople;

Fridays, 5 P.M. to Marseilles via Italian ports.

Also a line to Constantinople, leaving Trieste every Thursday night, touching at Venice, Ancona, Tremi, Viesti, Bari, Brindisi, the Piræus, and reaching Constantinople on the second Sunday.

N.B. The Austrian Lloyd's Company run steamers direct to India without changing. The winter timetables (October to March) differ somewhat from the above, but not essentially.

Coal not always procurable; cost 33 to 37 frs. a ton.

TRIESTE (anc. *Tergeste*). The chief town of the Austrian Littoral, or coastland of Illyria, and the most flourishing seaport of the Austrian dominions, is situated at the N.E. extremity of the Adriatic. It owes its prosperity to the Emp. Charles VI., who, in 1719, made it a *free port*, and to Maria Theresa, who fostered it with her patronage. It has to a great extent supplanted Venice, and it may be said to engross almost the entire trade of the Adriatic. It forms the great entrepôt for the imports and exports of the S. provinces of Austria, and is daily increasing in trade, wealth and importance. The value of imports is estimated at 5½ millions sterling, and that of exports at 4½ millions.

Harbour.—The *old Harbour* consists of a breakwater 60 ft. wide, and about 2000 ft. long, running from the S.W. extremity of the town, northwards, along a reef of half-sunken rocks, with a lighthouse at its N. extremity, and four moles. It affords very limited accommodation, however, for ships of large tonnage.

The *new Port*, now approaching completion, has been constructed at enormous expense, and when finished will have space for about 20 large steamers. It consists of a breakwater about ½ m. in length, and enormous moles, 300 ft. wide, by 600 ft. long. It is exposed to the full force of the *Bora* (E.N.E. wind), but is protected by the breakwater from the heavy swells to which, during the prevalence of the *Sciocco*, the harbour is exposed.

At some distance S.W. of the town, or the Punta Sottile, the headland separating the bay of Muggia from that of Capo d'Istria, is the *New Lazaretto*, one of the largest and best arranged in Europe. It has a separate harbour, in which 60 vessels can perform quarantine at once: it contains lodgings for 200 persons, and is surrounded by a wall 24 ft. high; but owing to the absence of plague from Europe, and relaxed laws, it is nearly deserted, and grass grows in its courts.

The trade of Trieste is principally with the Levant, Greece, Egypt (where $\frac{3}{4}$ of all vessels sail under the Austrian flag), England and Brazil. The commerce of Great Britain, including the direct trade, by British ships, from Cuba and S. America, greatly exceeds that of any other power.

All articles may be imported free of duty, except those which are similar to the productions of the Imperial monopolies, viz., gunpowder, salt, salt-petre, tobacco, &c. An extensive coasting trade is carried on with the ports on each side of the Adriatic.

At Trieste is the Engineering Establishment and Arsenal of the Austrian Lloyd's Steamship Co., which possesses a fleet of more than 100 vessels, navigating the Black Sea, the Mediterranean, the lower Danube and the Indian Ocean.

The market is well supplied with fish, among them the tunny (at certain seasons) is pre-eminent, also oysters from Servola; and a particular species of shell-fish (*Pholus dactylus*), called Dattoli di mare, considered a delicacy. The wine *Prosecco*, grown on the Karst, has some repute; Cyprus wine is imported largely, and Styrian wines are good and cheap. *Rosoglio* is largely manufactured, and the *Maraschino di Zara* is the best that is made; it is extracted from the cherry called Marasca.

The climate has altered considerably of late years, owing, as it is thought, to the gradual enforesting of the Karst plateau. There is more rain, and the Bora (corruption of *Boreas*) has greatly diminished in frequency, violence and duration. This

wind was formerly a frequent cause of serious accidents, and ropes had to be extended along the streets in exposed places, for the passengers to hold on by; ships lying in the harbour have been unable to communicate with the shore for several days. In winter it is cold and piercing, and, following upon the warm damp Scirocco causes very sudden and violent alternations of temperature. In spring and summer, when it blows with any violence, owing to its great dryness, it does great injury to trees and plants, blighting the young shoots and burning up the foliage. The cold in winter is not usually severe, but the heat in summer is very great. The mortality is high, owing to the filthy and overcrowded condition of the old town. Foreign residents find the climate healthy, and, notwithstanding its peculiarities, far from unpleasant.

The *Altstadt*, old town, occupies the slope of the hill, which is surmounted by the castle. It forms about one-fourth of the whole, and is distinguished by its narrow streets, few of which are accessible to carriages of any kind, and by its black walls.

The Duomo, or *Cathedral of San Giusto*, on the hill near the castle, is remarkable for its antiquity, having been founded in the 5th cent.; it is a Byzantine basilica, with nave and 4 aisles. In the apses on each side of the nave, are old mosaics, and in the aisle on the rt. hand of the high altar, as you face it, are frescoes of the 14th cent., representing the history of St. Justus. It has been built of older materials, and fragments of Roman inscriptions and carvings may be observed in the walls. The shafts of the columns are various in diameter and height, and their capitals of divers designs. The tower is said to stand on the foundation of a temple of Jupiter. In the S. nave aisle, marked by a brass plate, is the grave of *Don Carlos*, ex-King of Spain, who died here in 1855. At the principal door are 6 Roman busts from tombs, and that of Pius II., who

was Bishop of Tergeste before he became Pope.

In the terrace opposite the principal door is interred *Fouché, Duke of Otranto*, police minister of Napoleon I., who died here in 1820.

The *Museum* near the Duomo has a valuable collection of antiquities from Aquileia and a monument to Winckelmann, keeper of the antiquities at the Vatican, who was murdered in 1768.

The *Piazzetta di Riccardo*, a small square or court, derives its name, it is said, from Richard, *Cœur-de-Lion*, who, according to tradition, was confined here after landing at Aquileja, on his return from the Holy Land. The building called *Arco di Ricardo* appears to be a triumphal arch, either of Roman origin, or, as some believe, erected in honour of Charlemagne.

Between the old and new town runs the *Corso*, the principal thoroughfare, including the best shops and cafés, and communicating with the two squares, *Piazza Grande* and *Börsen-platz*.

The *new town*, consisting of broad streets paved with large slabs of limestone, and handsome white houses, occupies the level space near the harbour. Part of its streets and quays are founded on ground gained from the sea or from a salt-marsh. A broad *Canal* runs up from the water through this quarter, which is named after the Empress, *Theresienstadt*; and by means of it vessels of large burden can be unloaded almost at the merchants' doors. At its extremity stands the modern *Church of St. Anthony*, built in 1830, by Nobile, the architect of the *Burghor* at Vienna.

The *Tergesteum*, a splendid modern edifice erected by the architect Mollari, in 1842, now used as the Exchange, contains the offices of the Austrian Lloyd's, and an excellent reading-room, where the English and French papers may be seen. The keepers of the hotels will introduce travellers.

The old Exchange stands in a square (*Börsenplatz*), in the centre of which is a fountain and statue of the Emperor Leopold I.

The palace of Rivoltella, the nautical academy, the Museo Civico di Storia

Naturale, and the Lloyd's Arsenal are worth visiting; the *Mansion House* is a fine building on the *Piazza Grande*, and the new building of the Austrian Lloyd, now in course of construction, will be an imposing edifice.

There are 5 *Theatres*: the *Teatro Comunale*, or *Grande*, opposite the *Tergesteum*; *Filodrammatico*, in the *Ghiacera*; *Armonia*, in the *P. della Legna*; *Politeama Rossetti*, at the top of the *Via dell' Acquedotto*; and the *Fenice*, in course of erection on the site of the old *Mauroner Theatre*, burnt down in 1876. The plays are chiefly Italian.

The *inhabitants* of Trieste are a motley race, derived from every part of the world. All foreigners are allowed to settle as merchants, and trade in this city. The sailors and fishermen near the quays are chiefly Dalmatians; the original inhabitants are Italians; the country people, who frequent the markets, Slavs, of Illyrian origin. Italian, a modification of the Venetian dialect, is the prevailing language, and is used in the courts of justice; but all the other tongues are spoken. In the public offices German is used; by the peasantry a Slavonic dialect. Italian is spoken by 78, Slovene by 18, and German by about 4 per cent. of the population.

The streets of Trieste were formerly remarkable for the variety and strangeness of the costume which they presented; but these are fast disappearing, owing to the quantity of British goods poured into the free port.

Greeks are very numerous, and some of the wealthiest merchants are of this nation. The houses of *Oarciotti* (whose sole property, when he first landed at Trieste, consisted of a bag of cotton, which he had improved into a princely fortune before he died, leaving a palace extending to 3 streets), and those of *Griot* and *Chiozza*, are the most splendid private buildings in the town. The Greeks have 2 fine churches here, in which their service is performed with great splendour. The Illyrian Greek church of *S. Spiridion*, surmounted by a large central dome

and 4 cupolas, on the N. side of the canal, near the ch. of St. Antonio, is the handsomest ecclesiastical edifice here.

The English residents number about 200, of whom the majority are connected with the Austro-Hungarian Lloyd's S. N. Company. Formerly there existed several flourishing English mercantile houses; now there are only three.

The Boschetto, a wooded hill to the E. of the city, at the end of the *Via dell' Acquedotto*, is a pleasant resort in summer. The summit commands fine views of the city and harbour, the Bay of Muggia, with the prettily situated village of Servola, Pirano on the Istrian coast, and westwards over *Aquileja* and Grado, and the Friuli Alps, with their snow-clad summits; an hotel and restaurant is open here during the summer months. The finest view of the city and its amphitheatre of hills is to be got from *Opcina*, on the high ground to the N., an hour's drive from the town, where an obelisk marks the spot from which the Emperor Ferdinand first saw Trieste. It is difficult to conceive a prettier sight than the city and harbour as seen from the *Opcina* obelisk on a moonlight night. There is a comfortable and reasonable hotel (*Hotel Obelisco*) here, where many Trieste families spend the summer months.

At *Lipizza*, an hour distant by carriage, can be seen the Emperor's breeding stud. An extensive wood affords good pasture and pleasant shade for the large herd of broodmares.

The Castle of Miramar was the residence of the late Archduke Maximilian before his departure for Mexico. It is said that he so named it as a *souvenir* of his visit to Miramar in the Island of Palma (q. v.). It is beautifully situated on a projecting point of land about 4 m. to the N.W. of the town, near Grignano, on the line of the Vienna rly. It is open to visitors every day.

A little farther on is the interesting [*Mediterranean*.]

Castle of Duino, the property of a Princess of Hohenlohe. Some interesting armour and pictures are to be seen there; admittance easily obtained on forwarding a card. In the neighbourhood is the source of the Timao river.

[*Excursions*.—Though there is not much in Trieste itself of special interest, it is a good central point from which to make excursions.

a. *Aquileja*, with its interesting remains, especially its Basilica and Museum of Antiquities, can be visited in a day.

b. *Capo d'Istria*, an hour and a half by carriage, the road running along the heads of the bays of Muggia and Stagno, is built upon an island connected with the mainland by a stone causeway, built by the French to replace a wooden bridge which existed previously. By the side of the causeway may be seen the salt pans for the manufacture of salt from the sea-water. There formerly existed a castle between the island and the mainland; it was blown up by the French. *Capo d'Istria* is a good type of the Istrian town, its narrow streets and the architecture of its buildings being quite Venetian in character, and testifying to its long connection with that Republic. Some remarkable antique bronze door-knockers are worth seeing; one of them is on the door of a house adjoining the Duomo (Cathedral). The Palazzo Publico, of an irregular and singular Gothic, is founded on the site of a temple of Cybele. *Capo d'Istria* was the ancient *Ægida* (Justinopolis of the Romans). Here is a great Penitentiary for the whole Littoral.

Steamers run from Trieste to *Capo d'Istria* and back twice a day. *Hotel-Radetzky*, very fair restaurant.

c. *Parenzo*, with its noble Cathedral and many interesting Roman remains, should be visited, if the traveller has a day to spare. There being steam communication daily between Trieste, Pola, and intermediate

ports, Parenzo and Pola can easily be visited in 2 days, the travellers returning to Trieste on the third (see 93 b).

d. Another excursion may be made to the Grotto of Adelsberg, decidedly the most magnificent and extensive in Europe, if not in the whole world. The distance by train is about 52 Eng. m.: by post-road it is considerably shorter. Travellers arriving from the South, who wish to economise time, can leave Trieste by the evening train, see the Grotto of Adelsberg the same night, and be ready for the first train to Gratz and Vienna on the following morning. In the neighbouring *Magdalenen Grotto* is found the singular *Proteus Anguineus*, in appearance between a fish and a lizard.

e. From Adelsberg the traveller will find it well worth his while to make the ascent of the *Nanos Mountain*: an hour by carriage to Präwald, where a guide can be procured. The ascent takes about 2 hrs., and presents no difficulties. From the summit a splendid panorama is visible, including the Gulf of Fiume, the Gulf of Trieste, the Istrian and the Italian coasts, on a clear day Venice itself being distinguishable; nearer, to the W. and N.W., are the Julian Alps, with, towering above them, the imposing mass of the Terglou; the *Hanos* mountain range is known by mariners by the name of Monte Spaccato (cleft mountain) on account of its precipitous slope to the eastward, and is a good leading-mark for making the entrance to the Gulf of Trieste.

f. From Loitsch (2 stations beyond Adelsberg) an excursion may be made to the *quicksilver mines of Idria*, which are about 20 miles distant from the station; post twice daily in 4 hrs., 1 florin; carriage 6 to 8 frs. in 6 hrs. there and back; 4 hrs. required for visiting the mines.]

93. ISTRIA.

After leaving Trieste the traveller coasts along the Cape or Peninsula of *Istria*, an irregular triangle, of which

the base is a line drawn between Fiume and Trieste, measuring about 62 m. Another line, drawn from the middle of this base to the promontory near Pola, measures about 97 m. This separates the head of the Adriatic into the two great *Gulfs of Trieste* and the *Quarnero*. All the W. side has a much gentler declivity than the E. Bays are numerous, and there is hardly a town which has not a safe and commodious little harbour. The E. side is very dangerous. The N.E. wind or Bora, the scourge of this district, and the Sirocco, or S.E. wind, cause great damage to the shipping, and have helped to depopulate the coast, which appears only to be cultivated at rare intervals.

Ethnographically, Istria is one of the most interesting countries in the Mediterranean. The coast is Italian by origin and tradition. The interior is Slave. This nation immigrated under Charlemagne, and at the present time represents 3-5ths of the whole population. It is represented by four separate types, viz., *Slovenes (Savvini)*, *Sloveno-Croats*, *Servian-Croats*, and *Servians (Morlacchi)*.

In the valley lying between the Lake Cepich and the Monte Maggiore is to be found a colony of *Wallachs*, or *Roumanians*, which numbers about 5000 souls. They speak a corrupted Latin, similar to that spoken by the inhabitants of Roumania and the highlands of Epirus. They claim their descent from the military colonies in Dacia in the time of the Emperor Trajan.

Their language seems to have been borrowed by the *Tschitschen (Cioci)*, a semi-civilised race of *Servian-Croat* origin, which inhabits the neighbourhood of Pinguente and Castelnovo; they are to be seen in the streets of Trieste and Fiume, hawking about charcoal and poultry.

The inhabitants of *Peroi*, in the district of *Dignano*, are of *Grecian* descent immigrated from Calabria; they are probably *Uscocs*, who came from Montenegro in the time of the great plague (1658), and they still adhere to the Greek Oriental Church.

The district of *Dignano* and the most southern portion of Istria is inhabited by a race differing, not only from the Slaves, but also from the other Italians of the coast. They speak a peculiar Italian dialect, which has retained many Latin words, the meaning of which, however, has changed. They are probably the descendants of the old Roman colonists of Pola.

The name of Morlacs (Morlacchi) is generally applied to the inhabitants of the mountainous parts of Dalmatia; in towns and on the islands the name should never be used, as it is considered a term of derogation (see further on, page 297).

At the extremity of the Bay of Trieste is situated

a. **Pirano**, a town of 9000 inhabitants, on a projecting point of land, whose ch., situated on a height, is a very conspicuous object. The chief manufacture is salt, which is an Imperial monopoly. The walls and towers of its old fortress rise above the olive-grounds. In the offing took place, in 1177, the sea-fight in which the Venetians destroyed the fleet of the Emp. Frederick I., and took prisoner his son Otho. The victorious Doge Ziani, on his return to Venice, received from Pope Alexander the *Ring*, symbol of the sovereignty of the Adriatic.

Beyond this the voyage is a lovely one along the Istrian shore. The first part is very striking and picturesque, backed by the semicircle of the Julian Alps, with the snowy summits of their higher peaks towering above them. Soon, however, the scenery becomes tamer, and the traveller is glad to arrive at

b. **Parenzo**. (Pop. 3000.) A very fair *Inn* here.

The harbour is formed by the wooded islet of *San Nicola*, on which stand a Venetian watch-tower and a ruined Benedictine monastery. The other side of the peninsula is washed by the mouth of a stream which descends by a small waterfall from the high ground where the peninsula joins the main-

land. This peninsula was the site of the Roman colony of *Parentium*. The position of the forum, capitol and temples have been fixed, and an inscribed stone in the first of these still remains.

The Roman remains, however, are not very important. The whole interest of the place centres in its *Church*, a basilica built in the year 542 by Bishop Euphrasius, one of the most ancient, singular and interesting ecclesiastical buildings left to us from primitive times.

It has 3 aisles with an apse at the end of each, and an atrium in front, beyond which is the baptistery. In front of this, again, a tower with a circular chamber in it, apparently of a more modern date. On one side at the E. end is the chapel or crypt of St. Andrew, where are preserved a tabernacle of the same age as the cathedral and a sarcophagus of fine grey marble, with an inscription in honour of Sts. Maurus and Eleutherius, for whose shrine it was prepared in 1247. Some of the pillars in this ch. are Corinthian, and borrowed from other buildings, but others are of the pure Byzantine type. The central apse is rich in marbles, mosaics and paintings, and a fine frontal of silver-gilt, but of a much later date than the building itself. As a specimen of ecclesiastical architecture of the time of Justinian, comparatively little changed, it is well worthy of study. The ancient custom of saying mass, with the face of the celebrant turned towards the W., he standing *behind the altar*, is still maintained.

A superior kind of wine is to be had here, grown in the neighbourhood of St. Vincente.

c. Beyond this is **Rovigno** (Pop. 14,000), marked by the lofty spire of the ch. of *Sta. Eufemia*. It is a flourishing town on a headland with a harbour on either side: that on the S. is sheltered by the island of St. Caterina. Large exports of oil. The best Istrian wine is grown here.

The harbour of Pola is gained by —
x 2

an entrance channel nearly 2 m. long, marked by the lighthouse of *Cape Compare*. Passing up the channel the island *Frans* first appears in view, the strongest, if not the largest, fort of Pola, commanding the whole channel as far as the Brionian Islands. Two smaller islands are then passed before the inner harbour is reached, which is divided into two parts by the so-called *Olive Island*, now appropriated to building-yards, the southern part being reserved to the arsenal, whereas the northern side has to be rounded in order to gain the mercantile harbour, where the steamers moor alongside the quay.

d. POLA.* (Pop. 20,000.)

Inns: *H. Ribolli*, near the landing-place; *Pavanello*; *Restaurant Faz*, formerly *Hutter*, near the Casino (dinner at noon), besides numerous beerhouses and cafés. *Officers' Casino*, situated in pretty grounds with a good restaurant; entrance easily procurable by member's introduction.

An avenue extends S. of the Casino outside the arsenal walls, leading to *San Polycarpo*, the officers' quarters, prettily situated in the midst of gardens and surrounding the *Maximilian Park*, formerly a wilderness, now a very fine plantation of exotic and other trees, on which a monument has been erected by the navy, in memory of the Archduke Ferdinand Max, ex-emperor of Mexico; farther on, the naval hospital and barracks.

On the hill S.E. of the Casino (*Monte Zorro*) is the Observatory, and in front of this the monument in memory of Admiral Tegetthof, the victor at Lissa. Hence is obtained a fine view of the town and surrounding country.

Pola is supplied with water which is pumped into reservoirs situated in the *Castello*, the *Capitol* of ancient Pola, which should be visited for the sake of the view.

If the traveller has time to spare he may drive out to the *Kaiserwald*, an oak forest (1 hr's drive) to the N.E. of the town.

* Consult 'Picturesque Views of the Environs of Pola.' By Thomas Allason, Architect, 1819.

The main objects of interest at Pola are all classical; in its mediæval history there is not much to claim our attention. It became a Roman colony and was a flourishing seat of commerce in 178 B.C. The name given to it during the Empire was *Pietas Julia*, from the daughter of Augustus, at whose request it was restored after its destruction by Julius Cæsar, in revenge for having espoused the cause of Pompey. Crispus was put to death here by order of Constantine, and Gallus, at the bidding of Constantine; the tombstone of the latter was found on the *Franz* island. Belisarius gathered his fleet here for his second and less successful expedition in Italy. In more modern times it passed under the dominion of Venice, Austria, France, and now once more of Austria, under whom it is rising into fresh life, having been made a strong fortress and the principal arsenal and dockyard of the dual kingdom. Unfortunately its climate is very unhealthy, especially in the latter part of summer and autumn, although it has much improved of late years by the draining of the adjacent marshes, and the plantation of eucalyptus-trees on a large scale.

Its situation at the bottom of a small bay, called *Porte delle Rose*, varied with numerous green islands, is one of singular beauty. Few sights are more striking than the first view of its huge amphitheatre, seeming to rise at once out of its landlocked sea; but the buildings of the arsenal have somewhat encroached on it, and mar much of its effect.

THE AMPHITHEATRE appears to belong to the last days of the Western Empire: it is perfect exteriorly, but not a trace remains of its arena, or of the seats which surrounded it; perhaps these were of wood or of a less permanent construction than the rest of the edifice. The dimensions are nearly the same as that of Nîmes; but it has three storeys, and thus its height is considerably greater. Owing to the inequality of the ground on which it is built, the lower storey shows the peculiarity of a sub-basement. The third

storey or attic is also more pleasing than elsewhere, as it is avowedly designed for the support of the masts of the velarium. The pilasters and all Greek forms are omitted, and there is only a groove over every column of the middle storey to receive the masts. There is also a curious open battlement on the top, evidently designed to facilitate the working of the awning, though in what manner is not quite clear. There is one other peculiarity about the building: the curvature of its lines is broken by four projections intended to contain staircases; they appear to have been subsequent additions, as the stone is of a different colour to that used in the rest of the building.*

The keys are to be obtained at the town-hall, or palazzo publico, adjoining the Augustus temple.

The site of the ancient *Theatre of Julia* may be traced by a semicircular excavation in the hill-side above the town, partly on the site of the present Casino. The road passes over what must have been the portico of the theatre. In 1501 it was seen in a fair state of preservation by the traveller Pietro d'Angera, but already 50 years later, Serlio, who drew and described it, found it in an advanced state of decay. The portico was formed by three tiers of columns, equal in height to that of the amphitheatre, and the whole was in the purest Corinthian style. Four of these columns now ornament the high altar of the ch. of the Madonna della Salute in Venice, and the Scena was pulled down in 1632, under the Venetians, to restore the castle.

Within the town, on one side of the market-place, once the Forum, are two temples. That dedicated to AUGUSTUS AND ROMA is a small, but very elegant Corinthian building. The pediment is supported by four unfluted columns of beautiful *brecchia*, and forms, with the two lateral ones, an open portico leading into the interior of the building, now used as a museum. The

* Fergusson's 'History of Architecture,' I., p. 306.

other is said to have been dedicated to Diana, but little of it now remains. It has been incorporated into the *Palazzo Publico*, or town-hall, built in 1300, in the Venetian style; traces of the Roman building are to be seen at the back and on the side walls.

Part of the *Roman Wall* still stands, and one of its gates, the *PORTA GEMINA*, leads from the town to the amphitheatre, which is situated outside of it. It consists of two arches, but it is doubtful whether there were not originally more. Not far from it is an arch of a simple and apparently ancient construction, built into the old walls, and which, from a head and a club carved on two of the arch stones, is called the *Porta Herculeæ*. The names of the city magistrates, cut in the stones of the arch, are still visible. A curious fact about this construction is that it is not built straight. It was probably not one of the gates of the city, but one leading to the temple of Hercules at the foot of the Capitol.

THE ARCH OF THE SERGII (*Arco dei Sergii*) is at the end of the street leading S. from the market-place. This simple and elegant monument consists of a single arch, with fluted Corinthian columns, which support the entablature. It was raised in honour of one of the family whose name it bears, by his wife, *Salvia Postuma*, on his return from a successful campaign. It is also called *Porta aurea*, or *aurata*, but wrongly so, having borrowed that name from the *Porta Minerva*, one of the principal, as it was the largest and handsomest, of the city gates; it had three arches, one for carriages and two for foot-passengers, and assumed the former name on account of its gilt ornamentation.

The arch of the Sergii stood just opposite the *Porta aurata*, or *Minerva*, and within the town walls, so that when the latter was destroyed, probably by the Genoese in 1379, the former assumed the name, and to some extent the functions, of the old city gate. Thus up to the year 1857 it was connected with the city walls, whereas now it is isolated and protected by an iron railing

The inscriptions on the attic still remain, but the figures or trophies, which were probably placed on the three projections into which it is divided, have disappeared.

The *Duomo* is a ch. of the 15th cent., built on the foundations of an older basilica, but having pointed horse-shoe arches. It includes many Roman fragments, columns, &c.

The *Francoiscan convent*, a building of the 13th cent., now converted into a military magazine, retains an elegant cloister and a curious Byzantine portal on the W. side.

The harbour is both safe and commodious, having water for the largest three-deckers nearly close in-shore, and room enough for the whole British navy. It is also easily accessible, which is not the case with Venice. It is approached by narrow channels, which, in time of war, can be protected by torpedoes. Extensive fortifications for its defence have been erected, numerous detached forts on all the heights around, and batteries on the island of the Scoglio Grande, which command the entrance, crossing their fire with others along the shore. A capacious basin and docks have been made, partly by an American engineer (Gilbert), furnished with building-slips, into which vessels are raised by hydraulic machinery.

Austrian Lloyd's steamers call at Pola every day, except Sunday and Wednesday; the steamers of the *Società Istriana di Navigazione* leave Trieste for Pola every day except Monday, at 7 A.M., and *vice versa*, every day except Tuesday, at the same hour, calling at intermediate ports.

The railway from Pola joins the Trieste-Vienna line at Divaca (*Divazza*); it runs through the centre of Istria, and so enables the traveller to form a good idea of this peninsula.

About 3 hrs. from Fiume is the little port of Rabaz, near the village of

Albona, where the steamer plying between Trieste and Fiume calls. Close to Albona, and perched, like so many Istrian towns, on a conical eminence, is to be seen one of the most perfect of the Istrian castelli, or fortified villages of pre-historic times. The outer and inner enceintes can be distinctly traced; the shape is somewhat like that of a horse-shoe, and the position is admirably chosen, commanding an extensive view on all sides, and the ground sloping rapidly away from the outer defence. Dr. Antonio Scampicchio, a lawyer of Albona, has formed an interesting collection of pottery and flint spear and arrow heads found here.

HUNGARY.

94. FIUME.

Fiume,* (Pop.) 18,000.

British Consul: G. L. Faber, Esq.

American Consular Agent: L. Francovich, Esq.

Inns: *H. d'Europe*, near the harbour; *H. de la Ville*, near the Rly. Station; *H. Stella*; *H. d'Ungheria*.

Means of Communication.

To Trieste: *Viâ* Istrian ports (Pola, etc.) every Wednesday and Saturday at 3 P.M., in 24 hrs.; direct every alternate Friday and Sunday, at 4 P.M., in 12 hrs.

To Zara: Monday, 6 A.M., Tuesday, midnight, Friday, 7 A.M.

To Sebenico: Monday, 6 A.M.

To Spalato: Monday, 6 A.M., Tuesday midnight.

To Gravosa, Cattaro, Monday, 6 A.M.

To Ancona: every alternate Thursday, 7 A.M.

To Smyrna, *viâ* Brindisi, Corfu, Piræus; every alternate Wednesday at 4 P.M.

* Consult 'Fiume and her New Port' in Journ. Soc. Arts, vol. xxv. p. 1029. By G. L. Faber, H.M. Consul, to whom the Editor is under the greatest obligation for the valuable assistance rendered by him in the portion of this work which treats of the East Coast of the Adriatic.

To *Patras, Salonica, Constantinople*: touching at intermediate ports every alternate Thursday at 3 p.m.

A local steamer runs daily from and to Segna (Zeng), touching at the intermediate ports. The *Lloyd's* steamers call at various ports on the islands. *Cunard* steamers once every 10 days to Gibraltar and Liverpool.

N.B.—The winter time-table differs somewhat from the above.

Coaling station.

Railway communication was first opened *viâ* St. Peter (1830 Aust. ft. above the sea) in 1873. The Karlstadt line was built at a cost of 2,330,000*l.* The line ascends to an altitude of 836 metres in a distance of 42 kilometres. The scenery is very beautiful and is well worthy of a visit.

Trains reach Trieste in 5 hrs., Vienna in 16 hrs., Karlstadt 5 hrs., Agram 7 hrs., Budapest 16 hrs.

Climate.—The Istrian shores are not subject to the cold blasts of the N.E. winds (Bora) which prevail in winter on the eastern shores of the Quarnero, and they are alike protected from the hot rays of the setting-sun in summer by the range of the Monte Maggiore in the background; the situation would in every way be suited for invalids, were it not for the utter want of accommodation.

Fiume derives its present name from its situation at the mouth of the Récina torrent, also called the *Fiumara*, the only river deserving the denomination which flows into the Quarnero. It is supposed to occupy the site of one of the ancient Liburnian towns *Tersatica* (destroyed by Charlemagne A.D. 799). At a later period it was known as *Vitapolis (Civita)*; still later as *Sancti Viti ad Flumen*; in German, *St. Veith am Pflaumb* (probably a corruption of Flumen); in Italian, *Fiume*, and in Illyrian *Réka*, both of which words denote a river.

Fiume's connection with the Hapsburg family dates from the year 1471; Charles VI. declared it a "free port" in 1723, and it was incorporated with

Croatia under Maria Theresa in 1776, but a protest on the part of the "Patrician Council" led to its being declared a "*corpus separatum*" belonging to the Hungarian crown in 1779. It remained on this footing till 1809, when it was occupied by the French; it was retaken from them by the English in 1813, and fell to Austria in 1814; the Emperor Francis I. transferred it to Hungary in 1822, and in 1848 it was occupied by the Croats, who retained it up to 1868, when it was once more transferred to Hungary.

It lies at the foot of the mountain range trending south-eastwards along the eastern shore of the Adriatic. This offset of the Julian Alps is known as the Dinarian Alps, or Liburnian Carso. It is the background of the ancient Liburnian Sea, now the Quarnero Gulf, or, as it was also called, Sinus Flanaticus, or Flanonicus, after the Flanates inhabiting its shores; hence the name of their chief port Flanona (mod. Fianona), a little Istrian harbour N. of the Arsa mouth.

The bay of Fiume is most charming, and as seen from the town looks like a beautiful lake, the front view being closed in by the chain of islands, of which Veglia and Cherso are the principal, whilst on either side the coast-land rises to a height ranging between 3000 and 6000 ft.; these characteristics impart a most picturesque appearance to the *ensemble*, and especially to the town of Fiume.

Like most Venetian towns on the coast, it has narrow streets and a general air of confinement and mustiness: this, however, conduces to coolness in summer and to protection from the cold winds in winter. The remains of a Roman arch, attributed to Claudius II., in a fair state of preservation, exist in one of the narrow lanes.

The new town extends along the shore, and contrasts favourably with the former, in its spacious and well-laid-out streets, and numerous fountains abundantly supplied with the purest water.

Like Trieste, it is a free port; it is the only harbour in Hungary, and the

capital of the Hungarico-Croatian littoral. Italian is the prevailing tongue spoken, and is used in the courts of law. Slav is spoken by a considerable portion of the working class, and a dialect of the two languages, mixed up together indiscriminately, is more frequently met with. German is understood and frequently spoken amongst the better class of society, and Hungarian, which is nominally the official language, is only spoken by the Hungarian officials themselves, who have to make use of the Italian language in their communications with the local municipal authorities.

The harbour was commenced on a small scale in 1847, but has been greatly extended at a cost of 600,000*l.* since Fiume fell to Hungary in 1867. It contains an area of 57½ acres, and is suited for the largest vessels, which can lie alongside the town quays; it consists of a breakwater running nearly parallel with the sea-shore (*i.e.* from E. to W. by N.), the entrance being from the W., between the breakwater and the shore. Vessels making the port from the S. should steer W. of the light which marks the end of the breakwater; entrance to the harbour between the said light (starboard) and the shore-light (port), course S.E.

The end of the breakwater is in 20 fathoms water. The Fiumara Canal, to the E. of the new harbour, is for coasting vessels only.

The trade of Fiume, which was formerly extensive, suffered under the monopoly accorded to Trieste in railway matters, but is now once more assuming larger proportions.

The exports consist chiefly of Hungarian flour and grain, timber of all kinds, oak and beech staves, torpedoes, paper, &c.

A speciality of Fiume is the *Moretti*, or Moors' heads enamelled and set in jewelry; these original ornaments are made by Messrs. Giganti and Co.

The *Castle of Tersäto*, on the E. cliff of the gorge of the Fiumara, ¼ hr.'s walk from the inn, once a stronghold of the family of the Frangipani, was purchased some years ago by the late Gen. Count Nugent. In the midst of the

ruined castle, at the bottom of the donjon, Count Nugent prepared in his lifetime a tomb in which he is buried. In a small temple is a collection of antiquities, statues, mosaics, bas-reliefs; also the monument, with eagles, &c., erected by the French on the battlefield of Marengo in honour of Napoleon.

A flight of 400 steps leads up to the *Wallfahrtskirche* (Pilgrimage Church) on the neighbouring heights, the spot where the Santa Casa rested on its way from Nazareth to Loreto (see p. 331). It contains a picture of the Virgin, a copy of that by St. Luke! Both ch. and castle overlook a magnificent prospect of the Gulf of Quarnero, with its islands and rock shores.

Casino in the same handsome edifice as the Hotel de l'Europe, containing reading-rooms, library, concert and ball-room; introduction by a member.

There is also a good-sized *Theatre*, with periodical performances in Italian.

Giardino Pubbico, past the railway station, ½ hr.'s walk; prettily laid out. Music in summer.

In the same neighbourhood is the *Imperial Naval Academy*, an imposing building, standing in the midst of handsome grounds.

Farther on, about a mile from Fiume, on the sea-shore, is the *Fish-torpedo Factory* of Mr. R. Whitehead, employing about 600 hands, which has of late years attained so much renown.

Beyond this, again, is a *Chemical Factory*, and nearer to the town, opposite the rly. stat., the *Royal Tobacco Factory*, employing upwards of 3000 hands (well deserving a visit); also a steam flour-mill, besides several ship-building yards, tanneries, and rope-works. At the mouth of the gorge of the Fiumara, in a very romantic situation, is an extensive and model *Paper Manufactory*, owned by Messrs. Smith and Meynier (English and French men), and employing from 300 to 400 hands; it is worked by powerful turbines and auxiliary steam, and disposes of 850 combined horse-power. These mills well deserve a visit; a great portion of the paper manufac-

tured here is sent to the Levant; exported, 1500 tons per annum.

The road leading up to this gorge, past the paper-mill, is the *Louisenstrasse*, a trunk-road 76 m. long, leading to Carlstadt, built in 1800, under Francis I. A pleasant drive to the top of the hill, whence is obtained a beautiful view of Fiume and the bay.

The islands opposite Fiume offer few objects of interest. The *Lake of Vrana*, on the island of *Cherso*, lies in a basin 45 fathoms deep, separated from the sea by a broad ridge, high and strong, and the low temperature of the water shows that it is fed by a submarine spring, or springs, probably from Monte Maggiore itself. Signs of submarine springs are found all over the Quarnero, particularly near Moschenizze and Ika. The islands afford good woodcock-shooting in winter.

The fish-market is worthy of a visit. A specialité of Fiume in the way of fish is the so-called "*Scampo*" (*Nephrops Norvegicus*), a delicious kind of crayfish, from 4 to 8 in. in length. It is found in the deeper parts of the Quarnero, where fresh-water springs abound, but is not met with elsewhere in the Adriatic. It is caught by the Italian trawling-boats, *bragozzi*, which fish off these shores in winter.

Tunny and mackerel, anchovy and pilchards, are the chief produce of summer fishing.

[*Excursions*.—a. A pretty excursion is to the Source of the Récina, issuing from the rocks. It is a drive of 2 hrs., after which 1 hr.'s walk. Provisions must be taken.

b. Another is to the Valley of *Dragha*. This may be made by boat to the small but secure port of *Martinskioa*, dist. 2 m., where the revenue cutters generally lie. The lazaretto is at the extremity of this port, where also are to be seen the extensive stone quarries, which have supplied the harbour works of Fiume with upwards of 3½ million tons of stone in the course of about 5 years.

c. 4 m. farther to the S. lies Porto

Ré, where Napoleon intended to create a vast arsenal, belonging to the kingdom of Illyria. *Buccari* is situated in this inlet, and may be reached in 1½ hrs. by carriage from Fiume. The road was constructed by the French army under Marshal Marmont, Duke of Ragusa.*

d. A very favourite drive is to *Abbazia*, on the Istrian coast, at the foot of the Monte Maggiore, a pleasant resort for the inhabitants of Fiume on hot summer afternoons. The villa and gardens belonging to Count Chorinsky can be seen on application at the gardener's house.]

e. The ascent of the *Monte Maggiore* well repays the trouble; the road from Fiume to Pisino in Istria passes close to the summit; there is a small inn at the roadside, called *cantoniere*, whence the ascent is easily made in 1½ hrs.; carriage 10 frs. from Fiume, *viâ* *Veprinaz*, 4 hrs. there, 3 hrs. back; the best plan is to leave Fiume in the evening, and to make the ascent by moonlight in order to witness the sunrise; the panorama of Istria, the Quarnero Islands, and the Gulf of Trieste is most lovely. The road on to Pisino and back by way of *Fianona*, including the lake of *Cepich*, is most picturesque.

In the gulf of Quarnero there are not less than 30 islands and rocks of various sizes; five of these contain towns and harbours, namely, *Cherso*, *Veglia*, *Lussin*, *Pago* and *Arbe*. The three first of these belong to Istria, the others to Dalmatia.

DALMATIA.

Dalmatia (Ital. *Dalmazia*; Slav. *Dalmacija*) is bounded on the N. by Croatia, on the E. by Bosnia, Herzégovina and Montenegro, from which

* A most exhaustive monograph on this beautiful bay, from the pen and pencil of the Archduke Luis Salvator of Austria, entitled *Der Golf von Buccari—Porto Re Bilder und Skizzen*, has been printed by him for private circulation.

it is separated by the offsets of the Dinarian Alps, and on the S. and W. by the Adriatic. The country has a total length of 62 geographical miles, and its maximum breadth is 9 m. Its coast is much indented with creeks and natural harbours, and is studded with numerous islands and reefs (Ital. *scogli*), separated from the coast by numerous navigable channels. Two of these islands are so close to the coast that they are connected with the mainland by bridges, whereas the farthest island is only $12\frac{1}{2}$ m. distant from the mainland. The rivers have mostly the character of torrents; there are a few lakes, which, like the mouths of the rivers, are surrounded by marshes.

The higher chains of mountains vary from 2000 to 6000 ft. in height, mostly of limestone formation.

The land is rocky and devoid of water, but not unsuitable for cultivation.

The population is about 450,000, who live chiefly by agriculture and seafaring pursuits.

Dalmatia is not only much better than its reputation, but it is astonishing how little it is known to the travelling public, considering its natural beauty, the interesting remains which abound, and the frequent and easy communication between its shores and either Fiume or Trieste.

95. VOYAGE FROM FIUME ALONG THE COAST OF DALMATIA TO THE FRONTIER OF TURKEY.

If the traveller is favoured by the weather, he will be delighted with the country and its climate; and, if he has the advantage of being able to converse with the people in their own tongue, he will find in them a kindly and sympathetic race, accustomed to a frugal life, and hospitable to the stranger.

The yachtsman, in particular, who carries his own house about with him, will find great enjoyment in a month's cruise in these waters. The navigation is both safe and pleasant, in con-

stant view of the shore, and amongst the innumerable islands there is plenty of water everywhere, even close in-shore, and one is always within an easy sail of a safe port or anchorage ground.*

Assuming the traveller to have reached Fiume without having seen any of the parts of Istria just described, we would suggest the following itinerary as the best means of seeing all that is most interesting on the E. coast of the Adriatic, using only the ordinary means of conveyance. If he have his own yacht, he can, of course, vary it to suit his convenience.

First day. Take Wednesday's steamer from Fiume, *viâ* Pola, to Parenzo. See the Duomo, and return to Pola by local steamer from Trieste.

Second day (Friday), at Pola.
Third day (Saturday), at Pola. Leave at 10 P.M. by steamer.

Fourth day (Sunday), arrive at Zara 8 A.M. Start at noon, touch at Zara Vecchia, without landing, arrive 6 P.M. at Sebenico (put up at the *Pelegrino*).

Fifth day (Monday), excursion to the Kerka Falls. See the Duomo.

Sixth to Ninth days (Tuesday to Friday). Start for Spalato by rail at 6.40 A.M., arrive at mid-day. Put up at the *Hôtel de la Ville*; visit the Museum, Diocletian's Palace, Duomo, Temple of Æsculapius, Porta Aurea; excursions to Salona, Cliassa, and Almissa.

Tenth day (Saturday), 6 A.M., carriage by the Riviera dei Castelli to Traù, arrive at 9 A.M. Duomo, garden of Count Fanfogna, Loggia. Departure at 4 P.M. by steamer, touching at Spalato, Lesina and Curzola. If moonlight, it is worth while getting up to see the channel, and particularly the town of Curzola.

Eleventh to Fifteenth days (Sunday to Thursday), arrive at Gravosa, Sunday at noon. $\frac{1}{2}$ hr.'s drive to Ragusa, Hotel Miramar, Porta Pille, Franciscan convent, Duomo, Fort Impérial, Val d' Ombla, Cannosa, Lacroma, Val di Brenno, Ragusa Vecchia, Trebinje.

* Consult Lloyd's 'Illustrated Guide Book to Dalmatia.'

Sixteenth day (Friday), 12 noon, depart from Gravosa by steamer, arrive at Cattaro at 6 p.m. Hotel Zum Jaeger or Stadt Graz.

Seventeenth day (Saturday), excursion to Cetinje (36 hrs. there and back; it is worth while to ascend the old road at least as far as the pass, for the sake of the view over the Bocche). Sleep at Cetinje.

Eighteenth day, Sunday morning, early, start for Rieka on horseback, boat across the lake to Scutari, arriving there in the evening.

Nineteenth day (Monday), at Scutari.

Twentieth day (Tuesday, or Wednesday), ride to Dulcigno, and there catch steamer on to Corfu.

The *Inns* are primitive, at the same time they do not compare unfavourably with those of the same class elsewhere. For the most part they are fairly clean; the cooking is plain, variety limited (fish and poultry being what is most to be recommended, the meat being poor); there are no *tables d'hôte*, and meals are ordered *à la carte*, as in the rest of Austria. The country wines in some places are very good; beer is to be avoided. Rooms should be telegraphed for, accommodation being limited; if the inns are full, the innkeeper will always procure decent private apartments, if advised by telegraph.

Money.—Austrian paper money is current all over Dalmatia; but on quitting the Austrian territory for Montenegro, Albania or Greece, and even on board the Lloyd's steamers S. of Cattaro, nothing but gold is taken in payment, and the traveller must needs supply himself with French gold. If he relies upon changing any other foreign money in those parts, he will fare badly, particularly in Greece, where he might expect better treatment.

Customs.—There is no trouble in Dalmatia, but entering Fiume or Trieste on board Dalmatian steamers, the traveller must be very careful, and he had better declare any tobacco or

spirits (Maraschino) he may have with him, otherwise he will be subject to a great deal of annoyance. It must be remembered that Trieste and Fiume, being "*free ports*," there is a customs examination on arrival by sea for monopoly articles [such as gunpowder, tobacco, salt and saltpetre], and town octroi dues [such as on wine, spirits, &c.], and that there is a second examination on leaving the town by rail, this being the Austrian or Hungarian frontier visitation. The arrangements are very bad; they examine even toilet-bags and dressing-cases, and one has to pay 50 soldi on each bottle of wine, &c.; moreover, the free ports are about to be abolished.

Language.—The traveller will get on very well with Italian on the coast, but in the interior German will be more useful, and Slav is almost indispensable. In pronouncing Slav words, or names—

The *c* is pronounced like the German *z*,

English *tset*.

č like *tshay* (English).

c like the Italian *ci*, in *cielo*.

š like the English *sh*.

z as in English.

ž like the French *j*, as in *jour*.

nj like the French *gn*, in *signal*.

lj like the French *l mouillé*, or the

Italian *gli*.

gje like *je-ay* (Eng.), *gie* (Ital.).

gjo like *je-oh* (Eng.), *gio* (Ital.).

gja like *je-ah* (Eng.), *gia* (Ital.).

gju like *je-uh* (Eng.), *giu* (Ital.).

The *History* of Dalmatia may be divided into *Roman*, *Croatian*, *Venetian*, and *Austrian*. Previous to the Roman dominion, the kingdom of Illyria had been founded by the Gauls (B.C. 600), on what, up to that time, had been the kingdom of Liburnia. The first Illyrian war was in B.C. 229, and ended in the flight of Queen Teuta to Rhizone. (The ruins of her (supposed?) palace are still to be seen at Lissa.) Illyria was then divided into four provinces. The second Illyrian war was in B.C. 219, and in B.C. 180 the Dalmatæ again revolted; in B.C. 168 Illyria became a Roman province. From

time up to the final conquest of Dalmatia and Pannonia (A.D. 10), the country was constantly disaffected and rose against the Roman dominion. In B.C. 135 *Delminium*, the ancient capital of Illyria, was destroyed, and Salona became the capital. In B.C. 117, after the eighth Illyrian and third Dalmatian war was concluded, Salona was taken and colonized by the Romans. In the 5th cent. Illyria was invaded by the Goths, Alans, Vandals, Huns, and the Suevi made inroads about A.D. 461. In 481, the Heruli, under Odoacer, obtained a footing in the country, and his rule passed over to Theodosia. In 535, the country was wrested from the Goths, in the reign of Justinian; it was then divided into inland and maritime Dalmatia, the latter including Istria, Liburnia, Dalmatia, northern Albania, and the adjacent islands; in 639 Salona was destroyed by the Avars, and Zara then became the capital.

In the 7th cent. Dalmatia was occupied by the *Chrobat* or *Croatians*, and *Serbs*, a Slavonic race. The maritime cities, however, still remained under the dominion of the Byzantine court, and paid tribute until the beginning of the 9th cent. In 806, the country was occupied by the Franks, who were, however, expelled shortly after the death of Charlemagne, when the Croatian *Terpmir* became Duke of Dalmatia (837). About this time the Saracens invaded the Italian coast and defeated the Venetian fleet; they took Cattaro, Budua, and for 15 months besieged Ragusa, but in the end (871) they were expelled from Bari by the aid of the Greek Emperor Basilus, under whose protection the Croatians, accordingly, placed themselves.

For 300 years the coasts of the Adriatic had been infested by the pirates of the Narenta, a Serb-Slavonic race, who, profiting by the absence of the Venetians, plundered the Dalmatian coast and defeated the Venetian fleet (887), which had been sent against them. In 997 the Narentines were finally subdued by the Venetians, and the Doge assumed the title of Duke of Dalmatia.

The Venetian dominion lasted, on and off, for a period of 8 centuries (997-1758); but their supremacy was successively disputed by Hungarians, Genoese and Turks.

In 1052 Peter Cresimir, King of Croatia, supplanted the influence of Venice, and assumed the title of King of Dalmatia. In 1075 the Normans were called in, but were expelled by the Venetians.

In 1090 the country was occupied by the Hungarians, under Ladislaus "the holy king." In 1102 Coloman was crowned at Bielgorad (Belgrade, *the white city*); and in 1104 he laid siege to Zara, which submitted to him. In 1104-15 the Hungarians were defeated by the Venetians, who took Zara, Sebenico, Traù, Spalato, and destroyed Biolograd.

In 1117 the Hungarians again invaded Dalmatia under Stephen II, and regained their authority everywhere except at Zara; they were ultimately forced to retreat before the Venetians. The maritime cities remained under Venetian rule up to 1143, when Spalato and Traù voluntarily submitted to Hungary. The Greek emperors re-established their authority over some of the maritime cities, and took Spalato after a vigorous siege; their authority was acknowledged as late as 1180.

In 1171 Traù was sacked by the Venetians.

In 1177 Pope Alexander III. was at Zara.

In 1181 Zara sought the protection of the Hungarians, and successfully defied Venice.

In 1202 the Venetians induced the French Crusaders to join them in their attack on Zara, which was sacked by the invaders; two years later it was regained by the Zaratines, and thirteen years later had recovered from its disaster.

In 1217 the Knights Templars held Clissa and Spalato in the name of King Andrew II. of Hungary. In 1240 took place the irruption of the Tartars into Europe. Bela IV. of Hungary fled to Dalmatia. The Tartars besieged Clissa and Traù.

In 1243 Zara was taken from the Hungarians by the Venetians. In 1310 the Venetians were expelled from Zara, and failed in the attempt to regain the city in 1312; but ultimately they succeeded by treachery. In 1322 Traù and Sebenico sought the protection of Venice, which consolidated its rule over the maritime cities.

In 1342 Lewis the Great of Hungary occupied Croatia, and invaded Dalmatia. Zara declared for Louis, and was besieged by the Venetians (1345-6), when Lewis unsuccessfully attacked the besieging army with 80,000 men, and was forced to withdraw to Hungary. Zara at length fell to the Venetian arms.

In 1358 Lewis regained the supremacy, and Venice renounced her claims on Dalmatia, and the Doge his title of Duke of Dalmatia, in favour of Lewis of Hungary. In 1371 Charles of Durazzo, afterwards King of Naples, was made Ban of Dalmatia. In 1378 the Genoese opposed Venice in the Adriatic, but were ultimately defeated. In 1382 Louis died. A great part of Croatia and maritime Dalmatia fell to Tvartko, King of Bosnia, who ceded these provinces to Sigismund. In 1396 the Hungarians, under Sigismund, were defeated at Nicopolis by the Turks.

In 1400 Dalmatia declared for Ladislas, King of Naples, who was crowned king at Zara in 1403, and sold Zara to the Venetians in 1409.

In 1433 the whole of Dalmatia, excepting Ragusa, was reduced by the Venetians.

In 1500 the Turks overran Dalmatia and devastated the country. The peasants fled to the islands, and the *Morlacchi*,* mountaineers of Herzegovina, who retired before the invasion of the Turks, settled in the valleys of Dalmatia.

In 1541 peace was concluded between Venice and the Turks, but hostilities broke out again in 1570.

In 1571, Lesina, Durazzo and Anti-

vari were taken, and Budua destroyed by the Turks.

In 1573 peace was again concluded.

In 1645 war again broke out, and the Venetians took Scardona, Dornis, Knin, Clissa, Risano, &c.

In 1669 peace was concluded.

In 1685 the Turks made an ineffectual effort to regain their footing in Dalmatia. The Venetians built Fort Opus on the Narenta, and in 1686 drove the Turks from Sign. In 1687 they took Castelnuovo, and drove the Turks from Knin, and regained the whole country to the confines of Ragusa.

In 1698 the peace of Carlovitz was signed.

In 1714-18 hostilities recommenced, which ended in the peace of Passarowitz.

In 1797 took place the fall of the Republic of Venice, and by the treaty of Campo Formio the Austrians came into possession of the country.

In 1805-6 the whole province, including the Bocche di Cattaro, was ceded to the French by the treaty of Pressburg. The Russian fleet occupied the Bocche, previous to the French taking possession. Ragusa opened her gates to the French, and was besieged by the Russians and Montenegrins, but finally relieved by a French army. The Russians occupied Castelnuovo, Curzola, Brazza. Hostilities continued with varying success till the peace of Tilsit. In 1808 Lissa was occupied by the English, and in the following year Dalmatia was partially recovered by the Austrians, but was again restored to the French by the treaty of Vienna.

In 1811 the French fleet was defeated off Lissa, by the English under Hoste; and in 1814 the French were finally driven out of Dalmatia by the English and Austrian forces, and the whole province, including Ragusa, reverted to the Austrian dominion. Many of the public works were due to the French occupation. The Emperor Joseph, when told that all the roads, piers, forts, &c., were French, remarked it was regrettable they were driven out so soon.

* Morlaks, word disputed. Possibly from *Μορλαχία*, the mediæval Greek name of Moldavia and Wallachia, who penetrated even into Istria.

From Fiume to Zara is a lovely voyage along the coast of the Hungarico-Croatian littoral, for the most part through the narrow channel formed by a nearly continuous range of islands, through the *Canale di Maltempo*, so called on account of the vehemence of the *bora* in these parts, otherwise called the *Canale della Morlacca*. The mountain range of the *Velevit* (a prolongation of the Julian Alps) runs along the shore for a long distance, descending in precipices into the sea without any foreland.

a. Island of *Arbe* (Lat. *Arba*, Slav. *Rab*), 14 m. long and 7 m. broad. As most islands in the Quarnero, exposed to the cold blasts of the *bora* to the N. and N.E., but sheltered and fertile on the southern shores. The town lies on the S. on a slight prominence between two small bays. Formerly prosperous and rich; ravaged by the plague in 1456, from which it has never recovered. 3000 inhab., of whom 1000 live in the town. Church restored 1287, again in 1438 and 1490; clock-tower dating from 1212. Amongst the remains of other churches the ruins of that of *St. John the Baptist* deserve mention; age unknown; one of the chapels dates from the year 1481. The trade of the island consists of wine, firewood, wool, cheese and silk.

b. From *Arbe* to *Pago* the course lies through the channel of *Montagna*; to the l. is the mainland and the barren range of the *Velevit*, past *Carlo-pago* (Slav. *Bag*), the last town of any importance on the Hungarian-Croatian Littoral.

The Island of *Pago* (Slav. *Pag*, Lat. *Cissa* or *Quessa*) is 50 m. long by 7 broad; the town has 3500 inhabitants. The principal industry of the place is salt-making and the tunny fishery. Near the village of *Časka* are the remains of a Roman camp, and a gallery hewn out of the rock connecting *Novalja Vecchia* and *Novalja Nuova*.

c. *Selve* (Slav. *Silba*), the island of

that name to the l., and the island of *Premuda* to the rt. *Selve*, the chief village of the small island, a commune of 4000 inhab., to which belong the islands of *Premuda*, *Skarda*, *Isto* (Slav. *Ist*), *Melada* (Slav. *Malat*), to the rt., and the island *Ulbo* (Slav. *Olib*), lying E., behind *Selve*. *Selve* is 34 nautical miles distant from *Zara*. The traffic to the mainland is carried on by the Lloyd's steamers and country craft, which carry passengers, firewood, fish, and, according to the season, lambs, cheese and grapes, which latter ripen on the island as early as the middle of July. From *Selve* the steamer passes the southern part of the *Quarnero*, until the island of *Puntadura* (Slav. *Vir*) and the peninsula of *Brevilacqua* (Slav. *Privlaka*) (on the l.), and *Melada*, *Sestrunj* and other smaller islands (on the rt.), lastly, *Uljan*, are reached, where the channel narrows, and assumes the name of the town which now appears in view.

d. *Zara* (Slav. *Zadar*, Lat. *Jadera*). (Pop. 8000.)

Italian Government coaling station. No good hotels. Inns: *al Vapore*, near the landing-place; *al Capello*, on the square facing the public library. Only middling and restricted accommodation. Restaurant: *al Progresso*.

Zara, the capital of Dalmatia, like so many other Istrian and Dalmatian towns, stands on a narrow peninsula lying E. and W. On the N. is an inlet which forms the harbour. To the S. is the channel of *Zara*, between the Dalmatian coast and the barren islands that lie off it. On approaching the city the fortifications, old and new, are the most prominent feature which the traveller observes. They are of five different epochs: Roman, Municipal, First and Second Venetian, and subsequently Austrian.

It was naturally a peninsula, situated in a strait formed by the Dalmatian continent and a system of parallel islands, which, from their shape, have been named the *Isole Longhe* or long islands. These are — *Uljan*, *Eso*, *Pasman* and *Incoronata*. There are

about 30 villages on them, and they contain from 20,000 to 25,000 inhab. In front of these are other islands dependent on Zara, viz., *Selve*, *Ulbo*, *Premuda*, &c., the inhabitants of which live by fishing.

The isthmus connecting the town with the mainland was cut through by the Venetians, who thus made it an island, and surrounded it by a wall pierced with four gates.

One of these, the *Porte St. Chrysogono*, or sea-gate, is a Roman arch with Corinthian pilasters supporting an entablature, containing an inscription showing that it was built by a certain Melis Anniana, in memory of her husband Lospicius.

The land-gate is a noble entrance built by Sammichele, who has succeeded admirably in harmonising art and military engineering.

Zara was a place of some importance in Roman times, when it was called *Jadera*; in the Middle Ages it became *Diadora*. It was taken by the Venetians in the 10th cent., and, in spite of numerous revolts, remained generally in possession of the Republic. The Doge, indeed, took as one of his titles, that of Duke of Dalmatia.

It is better known, however, for the celebrated siege which it withstood against the combined forces of the Venetians and the French at the commencement of the fourth Crusade, than for its previous history. The French having agreed to pay the Venetians a considerable sum of money for the transport of their forces to the Holy Land, and being unable to complete the stipulated sum, agreed, in lieu of the money, to aid the Venetians against Zara. Their forces left Venice on the 9th October, 1202. The city soon fell to their combined attack; for three days it was submitted to all the horrors of a city taken by assault, and even churches were not exempt from the general spoliation. The conquerors, however, could not agree about the spoils, and turned their arms against one another. The Venetians subsequently endeavoured to expiate their sacrilegious conduct by building the cathedral. The city

formerly contained as many as 30 churches; at the present day seven have been retained for the Roman, and one for the Greek rite; all the others have been desecrated.

The town is Italian in the character of its buildings, the Venetian architects Sammichele and Palavicini being much employed in the 16th and 17th centuries.

The *Duomo*, built, as above narrated, and dedicated to St. Anastasia by Bishop Laurentius (1247-87), has a fine façade in the Byzantine Romanesque style, covered with decorative arcades, broken by two circular windows. It was finished in 1332. Interiorly it is a large and simple basilica of three aisles, with an entrance to each, ending in an E. apse. On the S. side is a remarkable domed *Baptistery*, with 6 niches inside, enclosing a large circular font for immersion.—Obs. the *Ciborium*, or altar canopy, resting on 4 varied pillars, and the specimens of old church plate and reliquaries in the *Treasure*: and the paintings by *Vittore Carpaccio*. Near the E. end is the unfinished campanile. The choir is lifted up above the crypt, and is fitted up with a range of splendid *Cinque-cento* stalls, a very beautiful feature, but one hardly in harmony with its character as a basilica.

One of the oldest churches in the Austrian Empire is that of the *Holy Trinity*, otherwise called *SAN DONATO* after the 4th Bishop of Zara, by whom it is said to have been built at the commencement of the 9th cent., or perhaps at a still earlier date, on the ruins of a Roman temple, or other edifice. The original temple is ascribed by some to Juno Augusta (Livia, wife of Octavianus Augustus), and recent excavations, undertaken at the instance of the central commission for the maintenance of public monuments at Vienna, and carried out to the extent of 1½ metres throughout the whole extent of the building, have brought to light a mass of Roman antiquities, amongst which 12 pieces of fluted columns about 1 metre in diameter, on which rested the circum-

ference wall to the right, besides a number of pilasters, architraves, altarpieces, &c., all adorned with a variety of carvings and inscriptions; amongst these is one to Jupiter and one to Juno, belonging to the best periods of Roman art.

Underneath this heap of remains has come to light a stone pavement, regularly laid, the stones measuring 1 metre by 50 centim. each, and at its eastern extremity two broad flights of steps, both extending outside of the building; hence it is supposed that this was the site of a public *Forum* at the time of the Romans, where stood the temple, or other edifice, whose ruins have served as the foundation for the present church.

It is in the Byzantine style, round in form, with 3 apses and a cupola, somewhat resembling the Baptistery of Pisa, internally at least, for it is so ruined and built up that it is difficult to say what its external appearance may have been; in many respects it bears comparison with the octagon which forms the so-called nave in the cathedral of Aix-la-Chapelle, erected by Charlemagne (A.D. 796-804), and with the still more ancient ch. of San Vitale, at Ravenna (built A.D. 504), which probably served as model for both subsequent edifices, excelling, however, the ch. at Zara in respect of the materials used in its construction.

It is of two storeys, and consists really of two churches built one above the other; the cupola has fallen in, and has been replaced by a common roof; since 1798 it had served as a laboratory and wine-cellar; recently, however, excavations have been taken in hand to secure the preservation of the building, but, beyond this, it would be highly desirable that an edifice of such excellence, and which must be termed *unique* of its kind in the Austrian-Hungarian Empire, should be disencumbered of the unsightly buildings which obstruct the view on three sides; this would not be a matter of very great expense, but, seemingly, the funds are wanting for the purpose.

The small ch. of *Santa Domenica*, now used as a warehouse, is considered

by some authorities to be of even still greater excellence than that of San Donato; it dates probably from the 8th cent., judging by the frieze which adorns the entrance portal, which is in the style of that age.

The site is elevated about 3 mètres, and the edifice is gained by a flight of steps leading to the side door, whereas the façade is obstructed from view by modern buildings.

The interior consists of one higher centre and two lateral naves, separated by four columns which support the vaulted roof. It has a small turret and a deep and extensive crypt, which underlies the whole building; the back façade is decorated with some very fine bas-reliefs dating from the remotest times of Christian art, representing the Nativity of Christ, the Adoration, &c.

The Benedictine ch. of *Sta. Maria* dates from the 11th cent. It was enriched by presents made by the Hungarian King Coloman on his conquest of Dalmatia, in 1105.

St. Michel's ch. has a fine Gothic gateway.

St. Simeon, a modern parochial ch., contains what is considered one of the most precious monuments of the town. On the principal altar, in a *sarcophagus* of silver-gilt, 6 ft. long by 4 ft. high, rest the remains of *St. Simeon the Just*, the prophet of the *Nunc Dimittis*. His bones, the object of a special pilgrimage at the present time, in the month of October, were brought to Zara from Jerusalem about 1270. The existing magnificent shrine, a work of fine mediæval art, designed and executed, 1380, by the goldsmith Francis of Milan, was the gift of Queen Elizabeth the younger; her husband, Lewis the Great of Hungary, having obtained Zara by treaty from the Venetians, gained the favour of the people by granting them rights and privileges. The wrought silver-gilt plates covering the shrine represent the Life of Simeon from the Presentation, and the miracles performed by his relics in the presence of King Lewis and his queen at Zara. The same scenes are likewise repro-

duced on the fresco-painting on the walls of the chapel.

The façade of the small ch. of *St. Antony of Padua* is of Lombard style. In this building are now held the sittings of the Dalmatian Diet.

The ch. of *St. Chrysogonus*, patron saint of the town, belonged formerly to the Benedictine convent, which is now used by the State middle-class schools, and for whose use the ch. is also appropriated; it is said to have been founded in 908, though built in the second half of the 14th cent., and consecrated 1407; it is of Romanesque style, but less richly ornamented than the Duomo. The side and back façades are the most interesting. The altar is of the 17th cent. Elizabeth, Queen of Hungary, is said to have been buried here in 1387; also Ladislaus of Naples, son of Charles of Anjou, and crowned King of Hungary, Dalmatia and Croatia.

The *Sanctuary of the Madonna del Castello*, belonging to the Capucin monks.

The ch. of *San Francesco*, belonging to the convent of Minorite monks, said to have been founded by that saint in 1212, formerly *St. Girolamo*; restored 1855. Fine choir, with carved stalls and several marble altars; a large picture, the "Madonna della Misericordia," by Carpaccio, and many illuminated missals, hymn-books, &c., by native artists.

St. Elias, Greek oriental ritual, formerly Roman Catholic, and called *St. Margarita*.

Maraschino is the chief manufacture and export. It is made from the stone and kernel of the *Morasca*, or wild cherry (*Cerasus acidius*), which grows on the hills of Dalmatia, and is also, though rarely, found in Istria; it is a sweet Kirschwasser; the principal marks are those of *Calligarrich*, *Drioli*, *Luzardo*; the first is generally preferred in France and Italy, being lighter than the other marks, whilst *Drioli's* brand is the one best known and preferred in England; prices range from 2s.—3s. for a large bottle; it is much adulterated with spirits for the English and Russian markets, unless bought from known sources.

[*Mediterranean.*]

Zara should, if possible, be seen on a Sunday morning, when the town presents a very animated and picturesque appearance, owing to the assemblage of the peasants from the neighbouring villages to attend market, dressed in their very best attire. (Saturdays, steamer from Trieste.) The district about Zara is called *Kotar*.

[*Excursion to the upper Valley of the Kerka*, which, near Kistagne, traverses fractures in the rocks, and is nearly hidden from view except after rains. Near this it forms a remarkable fall.

The remains of a *Roman Aqueduct* are to be seen on the road to *Zara Vecchia*, near the village of *S. Cassiano*. It is attributed to the time of Trajan, but doubts are entertained as to whence the water was brought: probably from the Kerka. Near Kistagne is the interesting Greek convent and ch. of *Archangelo*.

From Zara there is a post-cart to *Knin* (51 m.). The journey occupies 15 hrs., and each place costs 6 fl. or 15 frs. It goes twice a week, and can accommodate four passengers. This is one of the most picturesque spots in Dalmatia, situated on the river Kerka. It is possible to find an auberge, though of the rudest description.]

The voyage from Zara to Sebenico occupies about 6 hrs.

Leaving Zara for the S., the steamer passes the *Scoglio S. Paolo*, on which stands a Franciscan convent, and the *Scoglio Kalogera* (*Caloyer*, a Greek monk), also called *Lazaretto*, having been used for that purpose in times of plague. An Austrian fleet was stationed here in 1813, blockading the French at Zara. Opposite, on the mainland, *Borgo Erizzo*, with its Normal College, inhabited by Albanians, who settled there about a cent. ago. Farther on, the village *Bibinje* and the large bay *Šukošan* (Ital. *S. Cassiano*).

The island of *Uljan*, the ancient *Liassa*, renowned for its marbles, ends here, and is separated from the next island, *Pašman*, by narrow straits (Slav. *Ždrelac*), through which the *Canale di Mezzo* is gained; this is

closed in by a number of small islands, of which the largest is *Incoronata* (Slav. *Koronate*). This group of islands forms a separate commune belonging to the district of Zara, and their chief town is *Sale* (Slav. *Sali*), 500 inhab. Beyond *Kukljica*, the last village belonging to the district of Zara, on the island of *Uljan*, and *Šukošani*, its last village on the mainland, the channel assumes the name of *Pašman*, or *Tustica*, after the woody and uninhabited shores of the mainland (*Tustica* denoting "thicket"). On the rt., on the island of *Pašman*, is the village *Dobropoljana*; to the S.E. the channel is closed in by a group of islets called *Školjarčići*, after passing which appears in view *Biograd*, the "white city" (Lat. *Alba Maris*, Slav. *Stari-Zadar*, Ital. *Zaravecchia*), a small market-place and the chief town of the commune, which extends to some of the islands, amongst which *Pašman* is the most important. It is supposed to occupy the site of ancient *Blandona*. It once boasted of a regular castle, and was the favourite residence of King *Krešimir III.*, of Dalmatia and Croatia (1070).

When the dynasty became extinct, King *Coloman* of Hungary was here crowned King of Dalmatia and Croatia (1102 A.D.); 25 yrs. later the Venetians, who became jealous of the rising power, sent their fleet, which destroyed the place. The bishop then removed his seat to *Scardona*. Opposite, on the hill of *Tkon*, a large Benedictine convent endowed by *Krešimir III.* Behind the ridge, which extends along the coast, is the *Lake of Vrana* (not to be confounded with the lake of the same name on the island of *Cherso*). *Vrana* was the residence of the Knights Templars in the 12th, 13th, and 14th cents. The whole commune comprised 5400 inhab., of whom 700 live in the town; they are occupied in agriculture and the rearing of cattle. Distance from *Zara* 15 nautical miles.

Leaving *Biograd*, the island *Vrgada* (Lat. *Lumbricata*, Ital. *Vergada*) is the last one belonging to this commune, after passing which the group of islands

of *Sebenico* is reached; the largest of these is *Morter*, connected with the mainland by a drawbridge, near which is *Tijesno* (Ital. *Stretto*), 18 m. from *Biograd*, market-place, 1300 inhab., chief place of communes of 7000 inhab., comprising 6 villages.

Leaving *Morter* to the l., a group of small islands are passed, of which the two most distant from the coast, *Žirje* (Ital. *Zurs*) and *Kaprije* (Ital. *Capri*), and the two nearest to the shore, *Provič* (Ital. *Provicchio*) and *Zlarin*, are inhabited.

These 4 islands comprise the commune of *Zlarin* (5500 inhab.), of whom 1700 live in the town and island of that name (10 m. from *Stretto*); on the outer two islands sheep are reared; on the other two, vineyards and oil-culture are the chief occupations, and fishing is carried on generally by all: the inhab. of *Zlarin* are noted as coral fishers in the Adriatic.

On approaching the islands of *Provič* and *Zlarin*, several forts are seen, some on the heights; and just before entering channel, and on the sea-shore, the fort *S. Nicold*, a work of *Sammichele*, built in 1546 under the Venetian rule, in which were confined by the French those Dalmatians who were taken with arms in 1813, who were partly shot, and were partly released by the Austrian troops in the following year.

The gateway, surmounted by the lion of *St. Mark*, is worthy of notice.

Amidst the rocks up the narrow channel may be noticed, in a grotto, a chapel, and ruins of ancient fortifications, and then the steamer comes in sight of *Sebenico*, 47 m. distant from *Zara*.

e. *Sebenico*. (Pop. 6000.) Inn: *Albergo al Pellegrino*, a very fair specimen of a Dalmatian inn—private apartments to be had if the inn be full. *Sebenico*, (Lat. *Sicum*, *Sibenicum*, Slav. *Šibenik*), one of the most modern towns of Dalmatia, first mentioned in 1066, at which date there was here a royal palace, supposed to be the present *Fort S. Anna*. King *Coloman* of Hungary resided here in 1105. The place re-

ceived the name and privileges of a town from King Stephen III. of Hungary in 1167. It stands on the inner side of a bay, the entrance to which is by the narrow tortuous channel of St. Antonio, with steep rocky sides, easily defensible. The port is secure and commodious, with anchorage in 13 to 23 fathoms water; but the *Teredo navalis* is said to be very bad here. Fortis calls it the best placed and best inhabited of any Dalmatian city after Zara, but this remark has reference to the past. Spalato is the rising town of the future, and is in consequence regarded with much jealousy by the inhabitants of Sebenico.

The town is commanded by the forts which crown the narrow space between the mountains and the sea: the streets are narrow and tortuous, but many of the houses are well built. The inhabitants have the reputation of being very hospitable.

The CATHEDRAL or *Duomo* is celebrated throughout Dalmatia; it was commenced in 1415 and finished in 1535, and is in two styles—the florid Venetian Gothic and the purer forms of the first half of the 16th century. It was built by a native architect, and is quite a gem of its style. It is constructed of white limestone and marble; and the roof is composed entirely of stone alaba, forming a semi-cylindrical vault. Not a nail nor a piece of wood enters into the construction of this remarkable church.

The high-altar is raised, and the general appearance is both imposing and pleasing, although Sir G. Wilkinson calls the façade heavy and graceless, the fact seems to have escaped his attention that the original conception of the front portal being reached by several steps was entirely marred by raising of the level of the piazza on that side, which sufficiently accounts for the appearance of heaviness. It has an underground baptistery of curious Venetian style. It faces the Loggia, which is to be found in every Venetian town, now a café and assembly rooms, built 1552.

Niccolò Tommaseo, the celebrated philologist, and Veranzio and Rota,

technologists, and Andrea Schiavone, the painter, were born here; their portraits appear on the ceiling of the new theatre.

The costume of the women is very simple and elegant: there are no rich stuffs or embroideries in use; on the contrary the material is plain, but the colours are well contrasted, a clear white chemisette mounting to the throat, scarcely concealed by a very open dress, tasteful ornaments at the throat and breast, and a little red cap.

The country is rich in wine and oil, and the sea in fish.

The coals of *Drniti* are here brought for shipment. The importance of these mines has much increased since the opening of the railway connecting them with Sebenico and Spalato (1878).

[An excursion may be made to Scardona (Slav. *Skradin*) and to the Falls of the Kerka. The distance of the former is 3 hrs. by road and 10 m. by river. The falls are about 1½ m. above the village, and appear at their best in the spring, when the river is full of water.

The most convenient way to visit them is by taking the local steamer, which starts almost every morning for Scardona (fare 70 soldi). After ascending the river for 3 m., the lake of Scardona, or *Proclian*, is reached, the rest of the way being in a tortuous channel formed by steep and barren rocky sides.

Scardona, once a place of considerable importance, and mentioned by Pliny as the chief seat of commerce in Liburnia, has dwindled down to a village of 900 inhabitants. It lies at the head of a fertile valley, but fever prevails in summer. A good deal of silk is made, and in the vicinity are the coalfields of *Dubrovica*. It has a small Inn, but it is advisable to take one's own provisions, on the strength of the Italian proverb, "Chi porta trova."

From Scardona the falls can be reached either on foot, by carriage, by boat, or, what is far preferable, by

the steamer, which can be induced to proceed to them for about 10 florins; the bargain, however, should be made before starting from Sebenico.

It is difficult to visit the falls otherwise and to return to Scardona in time to catch the steamer back to Sebenico.

The *Cascate della Kerka* form two distinct falls, or, if the river is not very full, rather a succession of rapids and falls; the l. one, as you face them, contains the largest quantity of water.

The verdure with which the surrounding rocks are covered contrasts pleasantly with the barrenness of the country round about.

The breadth of the whole, independent of the minor ones to the extreme l., is about 250 ft., and the height of the greatest single one is said to be 25 ft.; but, when the river is swollen, the whole appears as a single fall, giving a total height of about 170 ft.

Above them the river again assumes the shape of a lake, similar to that below Scardona. Below is a pumping-machine by which the drinking-water with which Sebenico is supplied is pumped to the summit of an adjacent hill to a height of 500 ft.

A mail-coach, with 4 seats for passengers, runs daily from Scardona to Sebenico (fare 92 soldi). Carriage from Sebenico to Scardona and falls, 5 to 6 florins; boat from Scardona to the falls—2 oars, 3 to 4 florins, 4 oars, 5 to 6 florins.

RAIL FROM SEBENICO TO SIVERIĆ AND SPALATO.

The railway was opened in 1878, and will in course of time be extended on to Knin on the Bosnian frontier. Sebenico to Siverić in 3 hrs., Sebenico to Spalato 4 hrs., Siverić to Spalato 5 hrs.; daily trains each way, no first class (1879): fare, Sebenico to Spalato 2 fl. 70 soldi, second class. The traveller to Spalato should not fail to proceed by rail. The rly. was made by the State at a cost of over 1 million sterling for strategical purposes, and is a fine piece of engineering. The first part of the journey is interesting from the

very barrenness of the country through which it passes; this lasts till the heights are gained which lie to the north of *Traù* (gradients of 1 in 40). Here the scene suddenly changes as if by magic, and a panorama of singular beauty unfolds itself to the view of the traveller; the barrenness gives place to the most luxuriant vegetation: the view extends to *Traù* and the island of *Bua* on the farthest rt.; the coast-land of the *Castelli*, between Salona and Traù, the most fertile district of Dalmatia, lies, as it were, at one's feet; to the E., the headland to the S. of the bay of Salona, hiding Spalato from view; the whole scene being closed in by the islands of *Solta* to the W., *Brazza* to the S., the littoral extending S.E. of Spalato, and *Mossor*, *Mons Aureus* (4464 high), in the extreme E.

The descent is quickly made into this singularly beautiful and fertile district, the seat of a high state of civilisation in past ages, the traces of which have well nigh been obliterated by the depredations and Vandalism of succeeding races.

The whole country is covered with the vine, olive and fig-tree, and looks its best in September. The *Castelli* are passed in succession, the head of the bay of Salona is rounded, and the town of Spalato then appears in view.]

On leaving Sebenico by steamer, the island of *Zlarin* is passed on the rt. and, as the channel widens, that of *Krapan*, inhabited by sponge fishers. On gaining the open sea, *Zuri* is passed to the rt., and farther seawards the light of *Lucietta*. Farther S., on the mainland, is the village of *Capoceto* (Slav. *Primošten*), and still farther S. the bay of *Rogoznica*, opposite which is the lighthouse of *Mula*. The steamer now doubles the Cape of *Planca* (Slav. *Ploča*), the ancient *Dio-medes Promontorium*, on which there is often a heavy surf, as it is exposed to the full force of the open sea, which to the N. and S. is broken by intervening islands.

To the S.S.E. is seen in the distance the lofty island of

f. **Lissa** (Slav. *Vis*, Lat. *Issa*), where a British consular agent resides. Italian Government *coasting* station. This was a Greek trading colony, founded in 400 B.C., and was the scene of the celebrated sea-fight between Dionysius the Elder, of Sicily (384 B.C.), in alliance with the inhabitants of Lissa, against those of Illyria, in which the former gained the day. Lissa was occupied by the English as a naval station, from 1812 to 1814, while the French held Dalmatia. An important victory was gained off it by Captain, afterwards Sir William, Hoste, over a French squadron in 1811, and more recently (July 1866) it was the scene of a decisive engagement between the Austrians, under Tegetthoff, and the Italian fleet, in which the former were signally victorious. One Italian iron-clad was rammed, and sank instantly. Three martello-towers, erected by the English, still remain on the island, named respectively, Bentinck, Robertson and Wellington.

The inhabitants of one of its towns, *Comisa*, carry on a considerable *coasting* trade between Italy and the Austro-Hungarian littoral, principally in fruit. The island itself produces especially wine, and in a less degree honey, capers, oil of rosemary and locust-beans. It has large sardine-fisheries, which have been developed by Signor Antonio Topić, who holds the position of British consular agent. At *Portopalazzo* is a beautiful stalactite cave, the ruins of Teuta's palace, and some fine Greek tombs, one of which has been removed to the Museum at Spalato.

The course of the steamer now changes to the E., the sea seems to enter into the land and to form an immense estuary: each little town has its harbour, situated at the head of gulfs, and concealed by islands of considerable size, the passage between which resembles the navigation of the great Italian lakes, in which both sides are constantly in view.

We enter these floods by passing between the island of *Zirona* (Slav. *Drevenik*), and the large bay of *Vinišće* (Ital. *Porto Mandoler*), on the main-

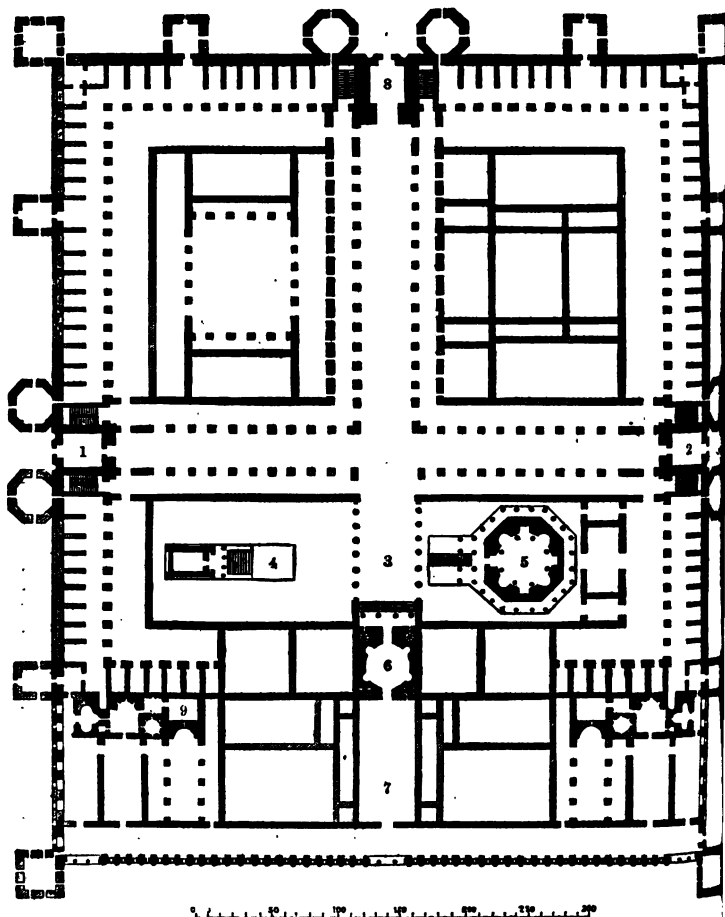
land. It is surrounded by vineyards and olive-trees, and belongs to the ch. of Traù, to which it was granted by King Coloman. There are valuable asphalt-mines in the neighbourhood. The *Klude* rocks are next passed; the largest of them is called *Kraljevao* (*Königsheim*), from the fact of King Bela IV., of Hungary, having sought refuge here in 1241 from the Tartars.

To the E. the island *Bua* (Slav. *Čovo*), which, with the promontory *Drid*, on the l., forms the entrance of the channel through which Traù is reached. After passing the channel the vessel passes between the bay of *Saldone* on the rt., and that of *Bosoglina* (Slav. *Marina*) on the l. On the hills above the latter is the post-road from Sebenico, and in front is the town of

g. **Traù** (Slav. *Trogir*, Lat. *Tragurium*). Pop. 3000.

This island city is situated at the point where the island of Bua approaches nearest to the mainland, leaving only a narrow channel on each side, spanned in each case by a bridge. It is a curious old place, with narrow streets, crooked alleys, and dark arches, which give it rather a Turkish than a Venetian aspect. Considerable portions of the Venetian defences still remain; the *Castello*, at the entrance of the harbour (1424), a round tower on the N.W. side (1378); the towers forming the gates of the town on the harbour side, built in the 13th century, &c.

The chief ornament of the city is the *Duomo*, now only a collegiate ch. (1240). The *clock tower*, the massive *atrium*, the sculptured *portal*, and the *baptistery*, date 1467, are all worthy of careful examination. The inside is equally striking, with its round arches resting on massive square piers, and its ciborium or altar canopy on 4 pillars. The *Baldacchino* over the high altar is most remarkable. One of the chapels (date 1468) is dedicated to St. John Orsini, bishop of Traù, who brought about an understanding between King Coloman and the inhabitants of Zara, and obtained extensive



RESTORED PLAN OF PALACE OF DIOCLETIAN AT SPALATO.

- | | |
|----------------------------|---------------------------|
| 1. Iron Gate. | 6. Vestibule. |
| 2. Brazen Gate. | 7. Subterranean Passages. |
| 3. Court of the Vestibule. | 8. Golden Gate. |
| 4. Temple of Æsculapius. | 9. Thermæ. |
| 5. Temple (Duomo). | |

privileges in consequence. His remains lie under the altar. The pulpit, stalls, and other fittings are also fine, and the western doorway is decorated with a rich variety of sculpture.

Traù had no less than 32 churches, some of them very old. The architect should see *Sta. Barbara* and *St. Nicholas*. That of *St. John the Baptist* is the finest; it is in ruins, but the fine walls are still standing.

The modern buildings are chiefly situated on the island of Bua, which is healthier as a place of residence than the old town of Traù; the drawbridge which connects the two places is occasionally opened when the steamer passes by.

The steamer must now pass out of the channel of Bua, and rounding that island it arrives at

h. Spalato* (Lat. *Ad palatium*, Slav. *Spjel*). Pop. 12,000.

Or the traveller may reach it by rly. from Sebenico, in 4 hrs., as before described. The harbour is good, though rather shallow, formed by a breakwater 470 mètres long, running nearly due E. and W. The entrance is on the western side. The naval port is in the *Bay of Paludi* to the N.W. Coaling station.

Inns: *Hôtel de Ville*, on the Marina, built in 1864 by Signor Bajamonte; the *Podestà*, the best hotel in Dalmatia. Good rooms are also to be had in the *H. Tomasini*, next the theatre. *Restaurant*, Ivacić; and *Café*, both on the Piazza.

Excellent photographs of the antiquities are obtainable.

Means of Communication.—By *Austrian Lloyd's* steamers, 3 times a week, to Trieste; 2 to Fiume; 4 down the coast.

Local Steamer daily to Metcovič and the Narenta, thence by road to Stolaz and Mostar.

Compagnie Générale Italienne; steamers every alternate Monday at 6 A.M. to Sebenico, Zara, and Venice.

* Consult Prof. Francesco Lanza's works; Abate F. Carrara, 'Topografia e Scavi di Salona,' 1850; 'Adams' 'Ruins of the Temple of Diocletian at Spalato,' 1764; Capt. R. F. Burton, 'The Long Wall of Salona,' 'Fergusson's' 'History of Architecture.'

Spalato is situated in a plain, and viewed from the sea it presents a long line of quays, bounded on the rt. by the lazaretto, and on the l. by the new portion of the town. The immense Campanile of the *Duomo* showing in grand and simple relief against the mountains behind.

The old portion of the town stands within the walls of the ancient Palace of the Roman Emperor Diocletian; the streets are generally narrow and crooked, though it is gradually improving and prospering, owing to the intelligent impulse given by the *Podestà Bajamonte*; the pier and quays have been to a great extent rebuilt, the old Roman aqueduct from Salona has been re-constructed, a new theatre has been built,* and the town has been lighted with gas—the only instance of such an advanced state of civilisation in Dalmatia.

The modern town is to the N. of the palace, following the coast. It has quite a different aspect, with its large houses, arcaded streets, and well-supplied shops. Still this part has an unfinished and deserted appearance, and life does not yet appear to circulate in its new arteries.

This of all places on the Dalmatian coast is the most interesting, on account of the wonderful palace built by Diocletian. In size it is almost equal to the Escorial, and consequently larger than any other one in Europe.

The great temple has become a Christian ch., the archbishop's palace has for façade the columns of the ancient portico, and his windows are in the intercolumnar spaces; the smaller one has been converted into a baptistery, and what may have been the sarcophagus of Diocletian is used as a font. The Emperor was born on the shores of the Adriatic, at *Dioclea*, at the foot of Montenegro. He rose to the purple from being a common soldier, and he associated with himself Maximian, a soldier of a similar type, but inferior to himself in vigour, versatility and knowledge of men.

Having restored peace to his empire, Diocletian retired to Salona in

* Burnt down in 1881.

296. This he rebuilt, laying out gardens to which to retire, and at the distance of a few miles on the sea coast he constructed this immense palace. He abdicated in 303, and lived here till his death in 313.

It was plundered in succession by Huns, Goths and Visigoths; and in the 7th cent. the inhabitants of Salona came here for refuge, and commenced to build amongst the ruins: thus the palace became *Ad Sanctum Palatium* or *Ad Salona Palatium* = SPALATO.

Adam's plan, on p. 306, taken from Fergusson's 'Architecture,' vol. i., will give a better idea of its structure than any description; the portions shaded dark are actually in existence, the lighter portions indicate what the building probably was; the whole is, however, covered with a mass of narrow tortuous streets, and much of it is so encumbered with buildings as to be hardly traceable. To see many remains indicated in the plan, one must even enter into the houses occupied by the inhabitants.

The building was nearly a regular parallelogram; the S. side facing the sea is 592 ft. from angle to angle, the one opposite being only 570 ft, while the E. and W. sides measure each 698 ft., the whole building thus covering about 9½ Eng. acres.

The principal entrance is to the N., and is called the *Golden Gate*. It shows all the peculiarities of Roman architecture at its last stage. The horizontal architrave (a flat joggled arch of 9 voussours) remains under the arch of the door, which supplies its place, and above a series of Corinthian columns, standing on brackets, support the archivolts of a range of niches, the shafts of which have disappeared. It was ornamented on each side by statues, said to have been carried off to Venice.

For many centuries the gateway was encumbered with débris up to the archway, so as to be quite closed up; but on the occasion of the Emperor Francis Joseph's visit to Dalmatia, in 1875, the débris was cleared away, and the gateway now stands free in all its stately magnificence.

Entering the portal, we pass along a street ornamented with arcades on either side, till, exactly in the centre of the building, this is crossed at right angles by another street, proceeding from the *Iron Gate* to the W. (similar to the Golden one, but less richly ornamented), and the Brazen Gate, to the E. (only traces of which are to be seen, a gateway built by the Venetians having been substituted for the original construction).

These streets divided the buildings into four quarters. The two southern ones were devoted to the palace properly so called. It contained two temples, as they are now designated. The present Duomo is said to have been dedicated to Jupiter, though, judging by its form, it would rather appear to have been intended as the mausoleum of the founder. This, the character of the sculptured framework of the entrance portal, in itself, would seem to indicate.

After the Pantheon at Rome there is no more interesting specimen extant of a temple changed into a Christian ch., and strange it is that perhaps the very tomb of him who boasted that he had wiped out the Christian superstition should have become the model of those baptisteries so commonly constructed in the following centuries. Externally it is an octagon, and was surrounded by a low dwarf peristyle of 24 columns, some of granite, others of marble, and ornamented by richly sculptured soffits. The stairs leading to the temple have been suppressed and replaced by a massive structure, on which rests the immense *Campanile* commenced in 1416 by Maria, Queen of Naples, and finished later by Elizabeth of Hungary, and constructed by the Spalato architect Tvrd. In the construction of this, some of the columns of the peristyle and many others from the ruins of Salona have been used. It has a height of 173 ft. and consists of 6 storeys, including a cupola, 2 upper storeys having been removed (or, as it is commonly believed, struck by lightning), and the cupola added in their stead.

"It is remarkable for the boldness of its construction, and were it amidst less interesting monuments would claim greater admiration"—*Sir G. W.*

Between the colonnade and the temple a great number of ancient tombstones of historical personages have been built in.

Over the door is the tomb of Margaret, the daughter of Bela IV. of Hungary, who died at Clissa, 1241, a few months after her cousin William, the son of Baldwin, Emperor of Constantinople, to whom she was betrothed, had died at Traù, during its siege by the Tartars. Her sister Catherine was also buried in the same tomb, which is said to have been stolen in 1818. *Obs.* the carved wooden doors of the portals, very remarkable as a work of Romanesque art, by Andreas Guvina, 1214. They represent the Passion of Christ.

Internally the temple is circular, 28 ft. in diameter, and the height to the dome about the same. Around the circle are 8 monoliths of granite, surmounted by a very rich interrupted entablature, which in its turn supports another order, smaller and without bases, and on the entablature of this rests the vault. A band of sculpture runs round the walls below the capitals of the 2nd order, representing the chase of Diana, hence it has been supposed that the temple had been dedicated to Diana rather than to Jupiter.

The cella has been transformed into a sacarium for the high altar, and a lateral chapel has been made out of a contiguous building. There is a very handsome 14th-cent. pulpit to the l. of the entrance, and a side altar has been placed between each pair of columns. In the corners to the rt. and l. of the high altar are handsome Gothic monuments in sculptured wood, covering two other altars curiously placed in two niches of the circular wall. On the upper part of the two entablatures, which stand out in bold relief, balconies have been made, which permit people to pass round the two storeys; the upper one being a "whispering gallery," similar to that in St. Paul's. Time has

blackened the marbles and extinguished the brilliancy of the porphyry; everything is dark within, as light is admitted by a single window.

Below is a crypt in a perfect state of preservation. "The 'Holy of Holies,' over the altar, is supported by two angels made of wood, and strengthened by an iron bar within, the balance of the whole being kept up by a judicious counter-pressure, thus accounting for the great weight borne by such slight figures. This was devised by the celebrated De Dominis (elevated to the see of Spalato, 1602), in order, by this clever contrivance, to elevate the 'Holy of Holies' above the level of the throne at the end of the choir. The total height, from the pavement to the summit of the dome, is 78 ft. 4 inches. The brickwork of the dome consists of a succession of small arches, one standing on the other in the form of scales, till they reach the upper, or centre, part; where they are succeeded by concentric circles, as in ordinary cupolas."—*Sir G. W.*

The debris, by which the exterior of the Duomo has been encumbered, is being cleared away, and the adjacent buildings are being knocked down, so that in course of time it may be hoped that the building may stand forth free and unencumbered. It is necessarily a work of time and care, as the funds granted for the purpose are limited, and care must be taken that in pulling down one part of the masonry the original building does not suffer. The work, however, seems to be in good hands, viz. those of the architect Sigr. Anton Inchiostri, who is an enthusiast in the work he has undertaken, and who, notwithstanding the limited means at his disposal, is doing a great deal to insure the success of a task the importance and difficulties of which it is impossible to overrate.

Opposite to this temple is a smaller one, dedicated, it is said, to *Æsculapius* (but Professor Lanza considers this to have been *DIOCLETIAN'S MAUSOLEUM*). It was situated in a *hieron* similar to the other, but is now reached through a narrow street. The tetrastyle has

disappeared; the interior, the cella, is only lighted by the entrance-door, the walls are bare, but an extremely rich cornice runs along three of the sides supporting a panelled vault in a perfect state of preservation. This is certainly one of the finest specimens of antique architecture existing in Europe.

In front of the entrance is seen a richly sculptured sarcophagus, probably brought from Salona, and at one time imagined to have been the sarcophagus of Diocletian himself. This building has been connected with a baptistery.

The Court of the Vestibule, now 'PIAZZA DEL DUOMO' (Slav. *Plokata*) is formed by a row of 6 large columns of the Corinthian order on either side, supporting arches, the peculiarity of which is that they spring immediately from the capitals, this being the first instance of this style; imitated by the Saracens; the columns are all monoliths, for the most part of red Syenite, a few are of Cipollino.

The effect of the double colonnade is, however, considerably marred by the masonry work between the columns, the western side having been appropriated to the archbishop's palace. The eastern side is gradually being disencumbered of this unsightly mass; but, in carrying out the work, it has been found that two of the columns, which are of a marble vulgarly called "Grecco cipollino," have been so injured by the clumsy masonry work as to endanger the whole structure, were the masonry to be removed previous to the columns being replaced by new ones, which is being done. The other 4 columns are of granite.

The archbishop's palace is likewise to be removed, in order to disencumber the western colonnade, where the same difficulties are to be apprehended in respect of the two marble columns there.

One of the centre columns of the portico appears to have settled; at all events it has a greater inclination towards the outer column than its companion on the l.; at the same time it appears to have been the idea of the architect, that both centre columns should have a slight slant outwards (i.e. towards the outward columns),

by which means the centre opening is made wider above than below: if such is the case, it is one of the peculiarities of the construction.

A double flight of steps leads to the portico of the vestibule, the façade of which occupies the whole breadth of the court, and consists of 4 red granite columns supporting a triangular pediment of white marble; this is one of the few instances that remain of an arch rising from the two central columns into the tympanum.

The VESTIBULE is circular, 11 mètres in diameter, and a magnificent structure, resembling that of the vast baths of Diocletian at Rome; but, unfortunately, the vault has disappeared. There is a subterranean passage from the vestibule to the underground galleries leading to the marine gate.

On the l. side of the portico is one of the sphinxes that stood on either side of the steps leading to the Duomo, and which were removed thence when the campanile was added; it is of Egyptian workmanship, probably of the XVIIIth Dynasty (perhaps of Amunoph III.), and is popularly known by the name of *Gorgona*. It is of black Syenite with a few white crystals, almost like basalt.

A circumstance which may not have been remarked hitherto, and which is certainly curious, is that, in the colonnade, some of the capitals of the columns have been hollowed out to fit the stone above, from which spring the arches. The simpler method would appear to have been that of rather fitting the stones above to the level of the columns.

It is proposed to disencumber the southern part of the palace as defined by the street connecting the Iron and Brazen gates: if this laudable plan is carried out, it will in some measure atone for the neglect of former years.

It is chiefly to the learned Abate Francesco Carrara (ob. 1854) that praise is due for having stayed the wanton neglect, not to say mutilation, to which these magnificent remains were subjected, and thus led the way to their preservation and restoration. It was under his superintendence that

the excavations at Salona were commenced, and Spalato may well be proud of its citizen, whose memory will always be connected with the treasures which still remain to excite the wonder and the admiration of the traveller.

His work is being ably carried on by his successor Professor Glavinic, the director of the Museum.

In the cloister of the *Ch. of St. Francesco*, and preserved in a wooden case, is a fine Christian sarcophagus, of the 4th or 5th centy., with an excellent relief of the passage of the Red Sea.

The MUSEUM contains many objects of interest, the result, chiefly, of the excavations at Salona. It lies just outside what used to be the Brazen gate. There is a valuable collection of coins and cameos; a sphinx, probably the companion to that near the cathedral, of hard white limestone, resembling marble, bearing the name of Amunoph III. on the breast, but unfortunately without the head, which is in the possession of an inhabitant of the town, who found it built into the wall of his house; he would neither sell nor give it to the museum even when the Emperor came to Spalato; several sarcophagi, one of particularly fine workmanship, and in a very good state of preservation. One peculiar circumstance in connection with the sarcophagi is, that the sculpture of the lids is hardly ever carried out, however fine the execution of the trunk may be: perhaps the duty of completing the work devolved on the heirs.

The visitor should not neglect to study the noble folio of Adams on Spalato, a copy of which is to be found here: this will give him a better idea of what the palace may have been than any description, though, doubtless, many conclusions of Adams are the work of his own imagination, and must be received with caution.

[A good carriage-road leads from Spalato to the ruins of Salona, a distance of about 3 m. (carriage, there and back, 3 fl.).

This city lay at the extremity of a deep gulf, one side of which is formed by the mainland and the other by the

peninsula on which Spalato stands, while the island of Bua protects its entrance. In the bay, opposite the mouths of the river (*Lat. Iader, Ital. Il Giadro*, which rises on *Mount Mossor*), and connected with the land by a long causeway, is the island village of *Vranizza*, also called *piccola Venetia*, formerly the country seat of a Spalato bishop, destroyed by the Venetians in 1205; now inhabited by fishermen. The ancient city of Salona has utterly perished, and the few scattered houses on its site hardly deserve the name of a village. Considerable excavations have, however, been made here of late. A Christian basilica and baptistery have been brought to light; outside the city, towards the hills, is a Christian burial-place where a number of sarcophagi have been unearthed; all of which have been broken open, probably by the Avars in search of treasure. The most interesting objects which have been found here have been removed to the Museum of Spalato.

An amphitheatre, a theatre, baths and the Cæsarian gate have also been brought to light. There are also remains of a "long wall," built of very large stones, the origin of which is very obscure and the subject of contention amongst the "savants." Captain Burton attributes it to pre-Roman, probably to Greek Art.

This place was once the capital of Dalmatia, and was destroyed by the Avars in the 7th century.

3 m. N.E. of Salona is the very ancient fortress of *Clissa* (Slav. *Klis*, Lat. *Andertium*), on a precipitous rocky hill, which has always played an important part in the wars of the country. It was occupied of old by the Romans, and is still held by an Austrian garrison. The beauty of the view from it amply repays the drive from Spalato.

The post-road leads hence to *Sinj*, the most populous commune in Dalmatia, and thence to *Livno*.]

If the traveller has time, he may visit the *Falls of Almissa* from here.

He should not fail to drive along the *Riviera dei Castelli* to Traù (the castelli date from the commencement of the 16th cent.; they were built as

means of protection against the invasion of the Turks), as only by this means is he able properly to appreciate the beauties of this coast. He can time the excursion so as to catch the steamer at Traù, either to Sebenico or Trieste, or back to Spalato.

[Steamers run twice a week from *Spalato to Ragusa*, alternately via *Lessina* and via *Makarska* and *Curzola*. When the wind is strong or the night is dark, Ragusa cannot be reached in one day. The steamer has then to lie-to in the harbour of *Slano*. The coast is bare and barren; the most picturesque part is between *Sabbioncell* and *Curzola*.]

After leaving Spalato, a steamer goes to *Milna*, the port of *Brassa* (Lat. *Bractia*, Slav. *Brač*), the largest and most populous of the Dalmatian Islands, with 17,000 inhabitants. It is 32 m. long, but of unequal breadth, never exceeding 9 m. The island stands foremost amongst the Dalmatian Islands in the cultivation of the vine and the excellence of the wines produced. The island *Solta* (Lat. *Olinta*), opposite *Milna*, is celebrated for its honey.

1. On the mainland, 20 m. S.E. of Spalato, at the mouth of the Cetina river, is *Almissa* (Slav. *Omiš*), beautifully situated at the entrance of a deep gorge, crowned by the black rugged mountains of the *Mossor* range, celebrated at one time as the resort of pirates, who, in the 12th cent., united with the *Narentines*, infested the Adriatic. The town was fortified by Andrew, son of *Bela III.* of Hungary, when Governor of Dalmatia, to overawe the islands of *Brazza* and *Lésina*. In 1207 the *Almissans* obtained important privileges from the Hungarians for the assistance rendered them against the Venetians. In 1217 they were the scourge of the Adriatic, but their depredations were for a time checked by a league entered into by Spalato, Traù and Sebenico. Towards the end of the cent., however, they again infested the seas, and although the Venetians succeeded, in 1278, in destroying several of their ships, and gaining possession of their town, no

effectual check was put on their ravages until 1387, when the town fell to *Tuarko*, King of Bosnia, and finally, in 1420, to the Venetians. Originally it was a royal residence. The rose-muscatel wine made here is much liked. Above it are the falls of

Vela Gubavica, 100 ft. high, a little below it those of

Mala Gubavica, 20 ft. high. The mountain range on the opposite side of the Cetina is formed into a peninsula by the course of the Cetina, and the water-course *Žonovnica*.

This country is known as *Poljica* ("a small field," from *Poglie*, a field, hence Pole-land, Poland), and is the true home of the marasca cherry (Slav. *Višnje*), of which the *Zara Maraschino* is made.

The country is, however, chiefly celebrated from its having been the site of the republic of that name, comprising 12 villages of 4000 inhabitants, which throughout the Turkish invasions retained its independence and obtained important privileges alike from the Hungarians and the Turks, and was respected by the Venetians; the circumference of the territory was only 40 Italian miles. This little state endeavoured to uphold its independence during the French occupation, and was instigated by the Russians to acts of hostility, in consequence of which the full force of the vengeance of the French was wreaked on the unfortunate country; the villages were destroyed, and everybody was put to the sword.

South of *Almissa*, and particularly in the bay of *Vrulja*, which is closed in by almost perpendicular cliffs, the coast is much exposed to the Bora, which occasionally stops the navigation of steamers.

Eighteen miles farther down the coast than *Almissa* is the town of *Makarska*, on the slopes of the *Biskovo* range; the principal industries are sardine and mullet fisheries.

Opposite appears in view the island of *Lésina* (Lat. *Pharia*, Slav. *Hvar*), the capital and port of which bears the same name. It contains good specimens of Venetian architecture. The

Loggia on the quay was designed by Sammichele in the 17th cent., an old Franciscan convent with an interesting picture (Italian school). Its principal industries are sponge-fisheries and the distillation of rosemary-oil. It is 5 hrs. by steamer to the harbour of Curzola. The climate is suited for invalids in winter, but the monotony of life and the utter want of comfort have driven people away, who have gone there in search of health.

There is a meteorological observatory here, managed by Mr. Buccich.

The island is full of antiquities.

Proceeding S. from Makarska, the next place of importance reached is *Drevenik* (600 inhab.). The whole of this coast, including Makarska and reaching as far as the mouths of the Narenta, is known as the *Primorje*; a fertile district about 25 m. in length. The inhabitants are agriculturists, shepherds and fishermen.

The *Narenta* (Lat. *Naro*, Slav. *Neretva*) is the principal river in Dalmatia, and is navigable by boats of 100 tons as far as *Metković* on the frontiers of the Herzegovina. Beyond the mouths of this river is *Klek*, where, up to 1878, the Turks had the right to land troops for the Herzegovina. This strip of land, like that of the Sutorina in the Bocche, fell to them under the treaty of Karlovitz. This originally formed part of the territory of Ragusa, which willingly let the Turk come down to her own sea rather than be continuous with Venice.

Proceeding by water to Ragusa the long promontory of *Sabbioncello* (Slav. *Rat*) has to be coasted in a northerly direction; on doubling its extreme point, the island of *Curzola* (Lat. *Corcyra Nigra*, Slav. *Korčula*) comes in sight. It is 30 m. long, 3 to 4 broad, and contains about 5000 inhab. It is well wooded, a considerable quantity of pine-timber is exported, and ship-building is one of its principal industries; the town offers a fine specimen of a mediæval fortress. A narrow channel separates the island from the peninsula of *Sabbioncello*, which is high, long and narrow, and united to the mainland by a narrow isthmus about

1 m. across. The total length of this singular promontory is 40 m., its average breadth only about 4 m. The passage of the channel is guarded by the guns of *Curzola*.

The *Scoglio Petrarà*, to the east of *Curzola*, yields excellent stone, which is shipped thence to the Levant.

Opposite the town of *Curzola* are the villages of *Orebic* and *Portorose*, inhabited chiefly by retired skippers.

Still farther S. is the island of *Meleda* (Lat. *Melita*, Slav. *Mljet*) 25 m. long, by 2½ broad, supposed by some authorities to be the island on which St. Paul was shipwrecked; farther W. that of *Lagosta* (Lat. *Ladesta*, Slav. *Lastova*), on the S. end of which is a light visible at a distance of 25 m.; there are two or three other islets in our course before the channel terminates in the well-sheltered bay and harbour of *Gravosa* (Slav. *Gruž*, Italian Government *coaling* station). This is the natural port of Ragusa. Passengers land here in boats, and proceed by 2-horse cars to Ragusa, road good; nothing but the smallest craft make their way to Ragusa itself.

It is a picturesque harbour, lying on a smooth inlet, with a small fringe of fertile plain between the water and the mountains. The road leads thence amongst villas and gardens, which gradually grow into a suburb, till we reach the gates of

j. *Ragusa* (Pop. 5300).

British Consul: C. L. St. John, Esq.

Inn: *Hotel Miramar*, at the suburb of *Porta Pille*, in a square open to the sea, and planted with trees.

Vessels cannot coal here.

Ragusa (Lat. *Rausa*, *Racusium*, Slav. *Dubrovnik*), also *Rausia*, *Rausium* (derived from rocks, or precipices), *Lavusa*, *Labusa*, *Raugia*, *Rachusa*, was founded, according to some authorities, in 265 A.D., on the destruction of *Epidaurus* by the Goths; according to others on the final destruction of *Epidaurus* by the Avars in 639 A.D.: it is, however, probable that it existed previous to this date, and that the fugitive population of *Epidaurus* and *Salona* only went to

swell its population in the 7th cent., when it was walled in, and thus acquired the importance of a town. The site was at that time an oak forest (Slav. *Dubrava*, hence *Dubrovnik*), and as late as the 13th cent. part of Monte Sergio was cleared of wood, and enclosed within the walls.

This is the one spot along the coast (excepting the Republic of Poljica), which never came under the domination either of Venice or the Turk; it kept its place as a more or less independent commonwealth, from the break-up of the Byzantine Empire till it was eventually annihilated by Napoleon. The Greek Church was never allowed within its walls till the days of Baron Rodich, the present Governor of Dalmatia.

A recent writer laments the inevitable necessity of the traveller's first seeing Ragusa from the landward side, and even recommends him to pass it on his outward voyage, go on to Cattaro, and take it on his way back. Ragusa, of all places, should be seen from the sea; and thus its first effect is more striking than that of any other Dalmatian city. What calls for special admiration is the city itself, rising from the sea and fenced-in by its fortifications; the shore, with its rock and islets, each one seized on as the site of a fortress; the background of hills forming a natural rampart, but with artificial defences carried up to their very crests. There is no lake scenery here like that through which we have just passed. Ragusa offers a bold front to the full force of the open sea. There is one island, indeed, off it, *Lacroma*, but this affords no protection; the city seems the type of one fitted to battle with the waves, and worthy to have given its name to the *Argosies* she sent forth, though a modern argosy would find great difficulty in anchoring here.

The very accurate but prosaic 'Adriatic Pilot' tells us that the port is a cove on the E. side of the town, and has space for a few vessels in 3 fathoms. S.E. winds cause a heavy sea at the opening, which is between two moles, rendering en-

trance difficult and sometimes impracticable. A new port is proposed by joining *Lacroma* to *Ragusa*, and no doubt the half-ruinous old walls will ere long be pulled down and thrown into the sea to build a mole.

The traveller coming from *Gravosa* will arrive at *Porto Pille*, where the hotel is situated: opposite is the postern of the fortress which encloses the city; there are covered ways, draw-bridges, ditches, esplanades, crenelated walls and machicolated towers. In fact, the mediæval fortifications of *Ragusa* are very strong, and have been added to and extended in more modern times. A beautiful view is obtained from the olive garden of an old convent outside the *Porta Plocee*, now an Austrian barrack, of these fortifications running up the steep mountains immediately behind, of *Fort Lorenzo*, standing on a rock in the sea at their feet; to the N., on the height of *Sergio*, *Fort Impérial*, built by the French, repays the trouble of the ascent, and a battery on the beautiful island of *Lacroma* (Slav. *Lokrum*), on which the late Archduke Maximilian, Emperor of Mexico, adapted an old convent as a marine residence, and laid out a beautiful park, now the property of Archduke Rudolph, Crown Prince of Austria.

The city lies in a hollow between the lower slopes of the mountains, on one side, and a ridge between them and the sea. The one principal street, the *Corso*, was the main canal, and therefore lies in a valley, with narrow streets running down to it on both sides; the ends lead towards the two gates, still strong and well guarded.

The general appearance of *Ragusa* is that of a Venetian city; indeed, the Turks have called it *Dobro-Venedik*, i.e. "good Venice," probably a corruption of *Dubrovnik*, the Slavonic name; it is singularly clean, the shops are good, and the local costumes picturesque and characteristic, especially those of the porters or commissionaires, resembling those of the Turks of Smyrna, and of the various peasants, known as the *Canalesi*, *Brenesi* and the *Horrego-*

vinians, who are to be seen on market-days, particularly on Sundays, in great numbers.

Ragusa has on several occasions been nearly destroyed by earthquakes; the most disastrous was that of 1667.

The little ch. "*del Redentore*," in the style of the Sebenico cathedral, the first ch. on the l. on entering the Corso from Porta Pille, was built in consequence of the earthquake of 1520. Opposite is a fountain, supplied by an aqueduct built in 1430.

The most interesting building in Ragusa is a civic one, the *Palace of the Rector*, for so was called the chief magistrate of the Commonwealth. It is in the Florentine style, and was begun in 1388, and finished in 1435, as an inscription tells us, in the reign of the Emperor Siegmund. It has an admirable arcade of 6 arches in front. The capitals of the pillars are curiously decorated with foliage and animals; one has the representation of an alchemist, surrounded with all the appurtenances of his art. Within is an open court, surrounded by a corridor on arches. It has a handsome staircase on one side, and round the upper part another corridor.

The *Dogana*, or custom-house, stands just where the main street and the Piazza join, close by the arch leading to the town-gate. It is in the Venetian style, and has an arcade of 5 arches, and is an exquisite building, both in form and proportion.

At the extremity of the *Piazza de' Signori* is the *Cathedral*, an uninteresting building of the 17th cent.; it contains valuable church plate, shrines, reliquaries, &c., in the *Tresor*, which the visitor should see.

Here lies an old statue of Roland, to which in former days the mast which held the banner of Roland was attached.

The old cathedral was destroyed by the earthquake of 1667. It is said to have been endowed by Richard Cœur de Lion, on his return from the Holy Land, when he was cast ashore at Lacroia, after having made a vow that he would erect a church wherever he should be safely landed. There are innumerable churches, as

most of the principal families had their own, as at Venice.

The convents and churches of the *Franciscan* and *Dominican* friars are worth visiting; in the latter ch. (nearest altar on the rt. of the high altar) is a picture probably by Titian, the property of the family of Pozza. The cloisters attached to both churches are of the 14th cent., and are interesting.

The convent and church of the *Jesuits* is gained by a high flight of steps, leading from the market-place; the ch. is in the Grecco-Italian style, and contains the tomb of the celebrated Boscovich (*ob.* 1787). The convent is now a military hospital.

The patron Saint of Ragusa was *Blasius*, a bishop of Asia Minor, who helped the town in a siege. He appears everywhere, over the town gates, on the coin of the republic, and on the Titian at St. Domenico, in which picture he holds the town in his hand.

The *Museum* is interesting, as it contains historic relics of this worthy little republic, the first state to abolish slavery. Amongst others is the robe of the Rector, which, like all the rest of his costume, was of crimson. The coat of arms of the republic, which is evidently derived from that of Hungary, is *gu. 4 bars az.* A piece of local false heraldry.

Ragusa was the birthplace of many eminent men in 17th and 18th cents., who attained to great celebrity both in literature and science; the Ragusan Slav school of literature was renowned.

Outside the Porta Plocce is the Herzegovinian market and the *Lazzaretto*; formerly, the Turkish caravans were escorted here by a guard, and, without being allowed to enter the town, were reconducted in the evening.

[*k. Excursion to the Sources of the Ombla* (the ancient *Ario*), which issue from the rock, about 4 m. from Gravosa; the river can be crossed in a ferry-boat near its mouth, and a path leads to the sources along the rt. bank; both sides of the river are studded with villas, mostly deserted, of former Ragusan nobles, the greater number of which were de-

stroyed during the siege by the Russians and Montenegrins at the commencement of this century; the scene is pleasing and romantic. (Also by boat from Gravosa, 2 hrs. there and back.) Proceeding along the coast, after passing the Ombla, the inlet of *Malfi* is next rounded, beyond which *Canosa* is reached (2½ hrs.' drive from Ragusa; fare, by carriage, 10 fl. there and back). This place is interesting on account of two gigantic plane-trees which grow here, one of which requires 7 people to encircle its trunk with outspread arms; they were brought from Constantinople 300 years ago. There is also a very pretty garden belonging to Count Gozze. Provisions should be taken.

1. Excursion through the *Val di Brenno* to *Ragusavecchia*, the ancient *Epidaurus* (carriage 6 fl.). This conveniently fills up a morning, and is perhaps the finest excursion of all. This is the most fertile part of the coast, and the richness of the vegetation and the beauty of the panorama is of the most striking character.

Before reaching *Val di Brenno*, the road branches off inland to *Trebinje*, which can be gained in 3½ hrs. from Ragusa; one day's excursion there and back from Ragusa. Should the steamers on to Cattaro not suit, the traveller may proceed by road to *Castelnuovo* (6 hrs.' drive from Ragusa), and thence proceed by boat to *Cattaro* (4 hrs.), and this is a route which may be recommended under any circumstances in fine weather.]

The voyage from Ragusa to Cattaro occupies about 6 hrs. At 7 m. from the former place is *Ragusavecchia* (Slav. *Caplat*). The *Epidaurus* of the Romans, founded B.C. 689, by a colony from the city of the same name in the Peloponnesus, and renowned, like it, for its temple of *Æsculapius*. The ancient city was destroyed in the 3rd cent. by the Goths; and finally in the 7th cent. by the Avars. The town now contains 650 inhab.

m. After passing this the steamer enters the *Bocche di Cattaro*, one of the most beautiful pieces of inland sea which it is possible to imagine.

This is a vast rent made by the Adriatic amongst the high mountains which border it. It flows round the spurs of them in a series of canals, bays and lakes; each of the narrow passages thus made is termed a *Bocca* or mouth; the whole are the *Bocche di Cattaro*, the Phizonic Gulf of antiquity.

The first of these, on the Adriatic, is between the point of *Ostro* and the rocks of *Zaniza*; the second between the point of *Cobilla* and *Lustiza*; the third at *Combur*; the fourth at *Santa Domenica*; the fifth at *le Cattene* or the Chains, so-called from having been closed with chains by King Lewis of Hungary in 1380, when defending Cattaro against the Venetians; and the sixth at *Perzagno*. From the entrance to Cattaro the voyage takes 2 hrs.

The town of *Castelnuovo* (Slav. *Ercegnovi*), at the entrance, is the most important: it was founded in 1380 by Tvrtko I., King of Bosnia. Its fortress was of great importance when the shore on the rt. hand was Venetian and this Ragusan: a little way farther, at the *Punta Kobila*, commences the Turkish territory known as the *Sutirina*, a narrow strip of land extending from the coast in a north-westerly direction, though since the occupation of Herzegovina by Austria, the Sultan's suzerainty over it has become as shadowy as it is in Cyprus. The Bocchesi, however, are thoroughly Slavonic, and very little Italian or German is spoken on their shores. They offer a strong contingent to the Austrian merchant navy, and most of the Lloyd's captains are Bocchesi.

The quarantine and harbour master's office is at *Meglina*, E. of *Castelnuovo*, 13 m. from Cattaro, where vessels entering the Bocche have to obtain pratique.

After *Castelnuovo* there are a considerable number of villages; chapels crown every little height. The steamer then passes into a large bay, almost a circus, whence it emerges by a passage so narrow (the Chains) that it almost seems as if there would not be room for the vessel. This passed, the small village of.

Perasto (Slav. *Perast*)—Pop. 560—is seen ahead in a very charming position at the foot of a high mountain. To the l. are two small low islands; one, that of St. George, on which is a Greek convent, the other, “la Madone du Scapulaire,” whose chapel is consecrated to the Roman rite, and is much venerated throughout the country.

In the background across the bay is to be seen a waterfall about 80 ft. high. The steamer either proceeds direct on her course to Cattaro, or turns to the l., passing the two islands up the Gulf of *Risano*, to the town of the same name.

Risano (Slav. *Risan*, Lat. *Rhizinium*), 8 m. from Cattaro (Pop. 1000), founded in the 3rd cent. B.C., and once the principal town of the Bocche, whence it assumed the name of *Sinus Rhizonicus*. It was the place of refuge of Queen Theuta, after the loss of her fleet to the Romans 230 B.C.; it was captured by the Turks in 1483, and recaptured by the Venetians in 1649. It lies at the foot of rugged and perpendicular mountains, which rise to the height of 5600 ft. This is perhaps the most characteristic scenery of the whole Bocche.

Here the steamer turns round, and, once more passing Perasto, she enters the channel of Cattaro, passing on each side charming villages; to the rt. *Stolivo* and *Perzagno*, and to the l. *Dobrota*.

The town of Cattaro itself finally appears in view, situated on a narrow strip of land, which seems to be a quay gained from the mountains. (46 m. from Ragusa.)

n. Cattaro (Lat. *Ascrivium*, Slav. *Kotor*). Inns: *Hotel Jaeger*; *H. Zur Stadt Graz*, fairly good. Café on the Marina.

The ancient Ascrivium is said to have been founded before the Roman conquest of the country, B.C. 116.

After the fall of the Venetian Republic, Cattaro became Austrian. In 1806, when Dalmatia was ceded to the French, the Russians took possession of it. The treaty of Tilsit forced them to evacuate the country. In 1813 the English, under Sir Wm. Hoste, came to dislodge the French; [*Mediterranean.*]

and under the eyes of the French General Gauthier, who declared such a thing impossible, they landed a force, took their guns up to the top of the mountain, established batteries above the citadel, and took the place in ten days. The English did not lose a man, and made the entire French garrison prisoners. The Austrians, by the treaty of Vienna, became definitive masters of Dalmatia.

Cattaro is the capital of the district including Castelnuevo, Cattaro and Budua, the last town in Dalmatia, almost on the boundary of Albania. The space here between the sea and the Montenegrin territory is so narrow that a gun fired from the latter might strike a vessel in the bay.

The town of Cattaro is commanded by a fortress, the works of which mount in zigzag to the first spurs of the Black Mountain. One would say that the mountain has been cut away and a bit gained from the sea in order to find space enough for the little town and its promenade.

The city is surrounded with defensive works of Venetian origin; the streets are narrow and tortuous. As one advances into the town, it is more and more commanded by the mountain, and one feels in want of air and light. All the other towns of the Bocche are maritime and agricultural, this is industrial; it is the storehouse of the gulf, and the depot of Montenegro, which receives all its imports hence. Its population is about 3500, of whom more than half are Catholics.

Amongst the churches may be mentioned the Duomo, an edifice built in the 12th cent.; the façade with the two clock-towers; inside, the chief altar and the chapel of reliquaries. Adjoining the cathedral, but on an upper floor, are a fine series of marble bas-reliefs illustrating the life of San Trifone, well worthy of inspection. The *Catholic Collegiate Church*, in the Byzantine style, with dome, from the 10th cent. And, amongst the modern buildings, the residence of the Greek orthodox bishop.

Throughout the town may be noticed traces of fine architecture,

mostly of the Gothic style; palaces which have been turned into common and uncomely-looking dwellings. Outside the Porta Fiumera is the Montenegrin market, whence the road leads to Montenegro. A carriage-road is now in course of construction, which will much facilitate the traffic.

An institution of Cattaro worthy of mention is the corps of the *Marinezza*, founded in the 7th cent., which may be said to be one of the oldest institutions in Europe. The corps is formed of 100 privates and officers, under the command of an admiral, who must be a patrician of Cattaro. When the relics of St. Trifone were brought hither, all the citizens went out to meet them, armed according to the custom still in vogue. This is the origin of the institution, now organised under its own statutes. Their dress has undergone, in the course of time, various modifications, but the costume worn by them dates from the commencement of last century. Their arms, which consist of two pistols, a dagger and a rifle, are mostly chefs-d'œuvre, some of them worthy to form the nucleus of a museum. On the anniversary of the religious festivity above referred to—called the *Giorno de St. Trifone*—they form the guard of honour in the ch. and on the Piazza. Previous to the commencement of the religious functions, a national dance is executed, which is supposed to preserve the original character of the 7th century. The corps has 2 flags; the one bearing the imperial eagle on a yellow ground, a symbol of fidelity to the house of Habsburg; the other having the effigy of the Saint on a red ground; these date from the commencement of the present century, at the time that the *Bocche* fell to the French. One is kept by the political, the other by the municipal authorities.

[*Excursion to Montenegro and the Lake of Scutari.* The traveller should not omit a visit to *Cettinje*, the capital of Montenegro, a ride of 6 hrs. by the old road, which is rather precipitous, but has the advantage of being considerably shorter than the new car-

riage-road constructed at great expense by the Austrian Government.

The bazaar at the foot of the road is the best place for hiring horses and guides for the excursion.

The comfort and ease of travelling in the principality has much increased of late years. A well-known correspondent of the 'Times' writes in this respect: "The signs of progress are not only gratifying but unexpected. I did not believe that the people would yield to the pressure of outside and new influences. I knew all their distrust of Austria, and the presentiment that every man in the country has, that one day Austria will attempt to conquer their mountains, if not themselves, and I did not believe that even the influence of the Prince would reconcile them to the 'making of roads by which Austrian artillery could come in.' To be able to drive in a comparatively comfortable carriage on an excellent road did not appear probable in my time, yet not only has that become practicable, but there is a road from *Cettinje* to *Rieka*, on the lake of *Scutari*, and one nearly finished from the lake to *Antivari*."

"The road from Cattaro to *Cettinje* is one of the curiosities of road-making, and though far more comfortable to the passenger than used to be the old 'Scala,' as they called the zigzag from Cattaro to the frontier, it is not less, but rather more dizzy, and, on the Austrian side of the frontier, in parts quite enough to turn the head of any but a traveller of nerve."

"It is, in parts, nothing but zig-zagging up the face of an almost precipitous rock, or what seems so from the bottom, and, from the top, shows a near enough approach to the perpendicular to satisfy the conditions of a fearful disaster if ever a carriage gets over the edge with its occupants. I do not suppose the difference between a fall of 100 ft. and one of 1000 ft. down a declivity such as that above Cattaro will make any essential difference to the passenger or the carriage, but there is something more in the look of it. The Montenegrin part of the road is better than the Austrian,

grades are easier, the road wider and better laid. The latter is evidently more intended as a possible military road, while the former is better calculated for a carriage-way. The Austrian trace is made, too, with chief reference to the forts of the Bocche, making needlessly wide circuits to pass under their guns, and it had been placed so as to run over a spur several hundred feet above the entrance to the ravine which forms the strong Montenegrin defensive position, Krstaz, untenable if the road had been built as planned by the Austrian engineers. The Prince, however, refused to bring his part of the road to meet this trace, and for four years the work was stopped by this antagonism, so that the road, finally adapting the Montenegrin trace through Krstaz, descends from its already needless elevation to meet that insisted on by the Prince, but the consequence is nearly one hour's longer drive for the traveller.

"The carriage-road from Cetinje to Rieka is even better than that to Cattaro, and when the parapets are finished and take away the nervousness of the drive, it will be one of the most delightful to the tourist in Europe. Already the commerce of Scutari is coming to Cattaro and the sea by Rieka and this road. The flocks have increased by one-third since the peace, and in the great plain of Niksich the Prince has established a model dairy, the products of which won two medals at the Brussels Exhibition."

The view from both roads over the Bocche is very beautiful on a clear fine day. *Négosh* is about half-way on the road; the return journey to Cattaro takes 5 hrs. A fine view is obtained, on the descent to Cetinje, of *Rieka*, the *Lake of Scutari* and the mountains of *Albania*. Cetinje is in a plain of considerable size, surrounded by mountains, and lies some 2000 ft. lower than the head of the pass leading from Cattaro.

There is a modest hotel, which bears a favourable comparison with the inns of Ragusa and Cattaro.

The traveller will find no Roman remains here, but, what will interest him perhaps more, a most picturesque country, and the study of a people which has preserved its primitive character. Every one is equal before the law; there are no class distinctions; no office is hereditary save that of the Crown. The men all bear arms; they are inured to great fatigue, and are warriors almost from their birth.

From Cetinje the traveller may proceed to *Rieka* (3 hrs.' ride), situated on the river of the same name, and there take a boat to Scutari, which should be ordered beforehand by telegraph so as to prevent delay. The passage down the river, and across the lake to Scutari, lasts 7 to 8 hrs., if there are not contrary winds. Carriage to Cetinje and back, with one day's stay at Cetinje, 20 fl. Horses from Cattaro to Cetinje, 6 fl.; from Cattaro to Rieka, 12 fl.; 4-oared boat from Rieka to Scutari, 40 francs. From Scutari the traveller may proceed to *Dulcigno*, or *Val di Noce* (7 hrs.' ride), and there catch the Lloyd's steamer on to Corfu, or back to Cattaro or Ragusa. Previous information should be taken at the Austrian Lloyd's office, at Cattaro, as to the days on which the steamers touch at Dulcigno, or other points of the Albanian coast, as the time-table is subject to constant alterations.]

Leaving the Bocche to proceed S., the *Bay of Traste* is reached 3 m. from the Punta d'Ostro; afterwards the bay of Budua, in the middle of which is the islet S. Nicoló.

o. Budua (Lat. *Butua*), 800 Inhab. A town as old as Cattaro. By road to Cattaro, 12 m.

The Dalmatian territory ends with Spitz, just N. of Antivari, which latter Montenegrin port it is supposed to command.

SECTION IX.

COAST OF ITALY.

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ITALY.

96. VENICE.

Returning to the N. of the Adriatic, whence we started, we proceed on our imaginary voyage along the Western Coast.

It is impossible to pass Venice without notice, and yet it is hopeless, within the limits of such a work as this, fully and minutely to describe its boundless riches. The traveller who desires to do more than take a very cursory view of it must provide himself with the special guide book.* We

* Murray's 'Handbook to Northern Italy.'

confine ourselves to an account of a very few of the most striking monuments, such as a traveller may hope to see in one or two days, if his time will not permit him to remain longer.

The only approach to Venice for vessels of considerable size is by **Malamocco**, 7 m. distant, where a pilot must be taken. At the extreme N. of this island is **Lido**, formerly the chief port of the Lagoons, but now inaccessible for any but small vessels. It is not more than 1 m. from the Arsenal of Venice. The entrance to the lagoons is here protected by Forts *S. Nicolo* and *S. Andrea*. There is a bathing establishment here, much frequented in summer, and a visit to it will give the traveller a good idea of the shore of the littoral towards the Adriatic.

Great care should be taken in approaching this coast in a yacht, especially in winter, as the *Bora* and S.E. winds frequently render navigation exceedingly hazardous.

Venice. (Pop. in 1879 was 131,860.)

Inns: *Danieli's Hotel Royal*, Nani Mocenigo Palace, Riva degli Schiavoni; *H. de l'Europe*, Palazzo Giustiniani, on the Grand Canal; *Grand Hotel*; *H. d'Italie*; *H. de la Grand Bretagne*; *H. de l'Univers*, all on the same canal, and many others.

British Vice-Consul: E. de Zuccato.

English Ch. Service every Sunday in a room in the Palazzo Contarini delle Scign, on the Grand Canal, near the iron bridge. *Presbyterian Ch. Service* at the Casa Orlandi, Calle delle Traghetto, Grand Canal.

Theatres.—*La Fenice*; *Teatro Rosini*; *T. Malibran*; *T. Goldoni* and *T. San Samuele*.

Gardens.—*The Giardino Pubblico*, at the E. extremity of Venice. *The Giardinetto Reale*, between the Royal Palace and the Grand Canal, and the *Orto Botanico*, near S. Giobbe.

Travellers, wishing to consult a library, will find an admirable one in the *Piazza Maria Formosa*. It was established by the Count Quarini Stampalia, at a cost of 2½ million francs; and 60,000 francs annually

were set apart by the same nobleman for the purchase of new works, together with reviews and newspapers in all languages. It is open on Sundays from 11 A.M. till 11 P.M., and on all other days from 3 till 11 P.M.

Florian's Café is of European reputation, it is the resort of all the fashion of Venice in the warm summer evenings, and is open day and night.

Means of Communication.—*Austrian Lloyd's* steamers frequently to Trieste, at midnight; voyage, 6 hrs.

Florio Company, from Marseilles and Italian ports, see *Palermo*.

Burns & MacIver steamers from Liverpool, see *Genoa*.

P. & O. Company's steamers, see *Alexandria*.

There are several other lines from London, Glasgow, and elsewhere, generally for trading purposes.

Vessels can coal easily. Cost in the Canal of St. Mark, 34 to 38 frs. per ton; at Malamocco 2.50 frs. per ton extra.

Communication by Railway.—The Railway Station is at the W. end of the Grand Canal, about 1½ m. from St. Mark's. The great bridge connecting Venice with the mainland occupied 4½ years in construction, and was completed in 1845. It is nearly 2½ m. long, and is built on piles. At *Mestre* the line joins the general system of Italian railways. Consult local time-tables.

The Venetian *Gondola* is too well known to require description. The gondoliers are generally extremely active and obliging; they all carry a tariff of their charges. There are *Omnibus Gondolas*, but they are slow and often crowded, and at some points on the Grand Canal *Ferries* have been established.

Some comfortable steamers have also been established; they start from the Calle Valerpa, near St. Mark's, and run through the Grand Canal to the rly. station, fare 20 c.

The rise and fall of the *tide* in the Lagoon is about 2 or 3 ft.; at low water, in some directions, it appears a vast extent of mud.

The principal *Manufactures* are glass

in various forms; beads, which serve as the universal currency throughout Central Africa; jewellery, silks and velvets, soap, candles, sugar refineries, &c.

Venice owes its existence to the fugitives, who, on the invasion of Italy by Attila, sought safety after the fall of Aquileja amongst the islets and lagoons at the extremity of the Gulf. Little by little they began to extend their commerce, and, while remaining an aristocratic Republic, they became sovereigns of the Adriatic, and extended their sway to the Greek Archipelago, and even to the Black Sea and Sea of Azof.

Not only did they amass immense wealth by legitimate commerce, but they pillaged all the cities which fell into their hands, of their choicest works of art, for the adornment of their capital.

They appropriated with avidity the discoveries made in other countries. A national style of architecture arose; the greatest names in art that the world has ever known contributed their paintings for the decoration of fanes and palaces built by Sansovino, Palladio, and many other architects hardly less distinguished. Even in arms they were equally celebrated, and this little island Republic sent out fleets superior to those of the greatest powers of Europe.

In the 17th cent., however, their resources began to diminish; other nations of Europe copied and even surpassed them in arts and industries; other navies became developed; new worlds and new highways for commerce were discovered; and, above all, the discovery of the route to India by the Cape of Good Hope, diverted the current of trade which flowed from Venice, and her decadence commenced.

Now she is a glorious relic of past greatness, and the railway-shaken and Bradshaw-persecuted tourist turns with infinite relief from the prosperous cities of Europe to the thousand enchantments which she can offer him.

Venice is built on upwards of 72

islands or shoals, the foundations of the buildings being formed by piles and stones. It is divided into 2 unequal portions by the Grand Canal or *Canalazzo*, whose course (nearly 2 m.) resembles in form a letter s reversed. It is intersected in all directions by smaller ones, called *rii* (sing. *rio*), which are crossed by about 350 bridges.

Confining ourselves to our necessarily restricted programme, we recommend the following objects to the time-pressed traveller.

The *Piazza* and *Cathedral of St. Mark*; the *Doge's Palace*; the Church of *S. Maria della Salute*; the *Accademia delle belle Arti*; the Church of the *Frari*; the *Scuola di San Rocco*; promenade up the Grand Canal, passing the *Rialto* as far as the *Ca d'Or*, and then, turning back, a visit to the churches of *SS. Giovanni e Paolo*, *S. Maria Formosa* and *S. Zaccaria*.

Piazza di San Marco. This is the centre of business and amusement. On 3 sides it is surrounded by imposing structures, which appear to form one vast palace. On the N. is the long line of buildings called the *Procuratie Vecchie*; on the S. are the *Procuratie Nuove*, terminated by the *Libreria Vecchia*, which has its façade in the *Piazzetta*.

Standing in the square and looking towards the ch., in front rises

The *Campanile*, 323 ft. high and 43 ft. at the base. The ascent is by a winding inclined plane of so easy a gradient, that Henry IV. of France and Napoleon rode up on horseback. It was begun in 902 and finished about 1150. The belfry, an open loggia of 4 arches on each side, was built in 1510; the whole is surmounted by a lofty pyramid, added about 80 yrs. later. The view from it is magnificent, but peculiar, as the canals cannot be seen, and the city looks like an ordinary town on an island. A watchman strikes the great bell at every hour of the day and night. At the foot is the *Loggia* of Sansovino (about 1540), ornamented with 4 bronze statues of Pallas, Apollo,

Mercury and Peace, cast by him. There are 3 arcades with marble columns. The elevation contains several marble bas-reliefs, of which the 3 principal are in the attic, and represent, in the centre, Venice as Justice; Venus, the symbol of Cyprus, and Jupiter that of Crete.

The **Clock tower** (*Torre dell'Orologio*) is so called from the dial, brilliantly decorated with gold, colours, and the Zodiacal signs, on which the hands mark the time of twice twelve hours. Beneath it is the entrance to the *Merceria*, the quarter of the greatest commercial activity.

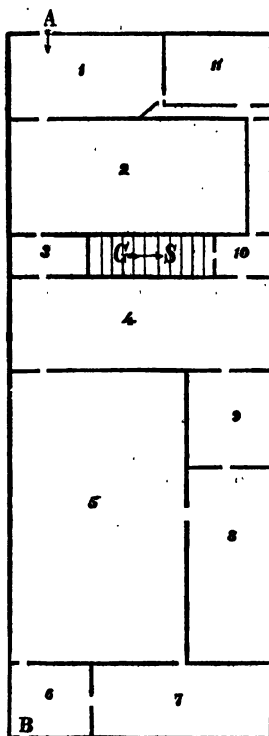
The 3 red **Flag Stacks** are fixed in beautiful bronze sockets and surmounted by winged lions. From these once floated the Gonfalons of the 3 dominions of the State—Crete, Cyprus and the Morea. A large flock of **Pigeons** have frequented the *Piazza* from the earliest times; they are affectionately and even superstitiously protected and fed every day at 2 o'clock.

The **Doge's Palace** (*Palazzo Ducale*) is entered from the *Piazzetta*, or from the landing-place in the narrow canal *Rio di Palazzo*, on the E. side of the building, and thence to the foot of the *Giants' stairs*.

The first palace was built in 820, the present building dates from the 14th cent. The principal entrance is from the *Piazzetta* through the *Porta della Carta*. Through this may be seen the *Scala dei Giganti*, so called from the colossal statues of Mars and Neptune by Sansovino which stand on either hand at the top. Here it was that the Doges were crowned, and here it was that Byron placed the closing scene of *Marino Faliero*.

The *Scala d'Oro* or great staircase on the l., reserved for the use of those whose names were inscribed in the *libro d'oro*, gives access to the grand halls on two stages, which occupy the greater part of the buildings. The first is the *Sala del Maggior Consiglio*, used by the council of the nobles. It was painted by Titian, Bellini, Tintoretto and Paul Veronese. It contains many paintings of priceless

PLAN OF THE SECOND FLOOR OF THE DOGE'S PALACE.



- A Entrance from stairs.
 B Entrance to the Natural History Museum.
 G S Scala d'Oro (Golden Staircase).
 1. Sala della Bussola.
 2. Sala del Consiglio dei Dieci (Hall of the Council of Ten).
 3. Atrio (Ante-room).
 4. Sala delle Quattro Porte (Hall of the Four Doors).
 5. Sala del Senato (Hall of the Senate).
 6. Antichiesetta (Ante-Chapel).
 7. Chiesetta (Doge's Private Chapel).
 8. Sala del Collegio (Hall of the Ministerial Council).
 9. Anti-Collegio (Ante-room to the Hall of the Ministerial Council).
 10. Salotto d'Ingresso (Vestibule).
 11. Stanza dei tre Capi del Consiglio dei Dieci (Room of the Three Heads of the Council of Ten).

value as works of art, and of the greatest historical interest; they generally commemorate the achievements of the Republic. The ceiling is rich in painting and gilding. The frieze of portraits of the 76 Doges round the hall, commences from 806 A.D. A black tablet covers the space which should have been occupied by Marino Faliero, with the well-known inscription, "*Hic est locus Marini Falethri decapitati pro criminibus.*" Many of these are by Tintoretto, the earlier ones are painted from fancy.

A corridor connects this with the Sala dello Scrutinio, in which were elected the 41 nobles, who afterwards nominated the Doge. Its walls are likewise covered with paintings, and the frieze of the Doges is continued, and terminates with the portrait of Ludovico Manino (1797), under whom the Republic perished.

The *Library* was founded by Petrarch, who lived here while the plague was raging at Padua. It is open to the public on Wednesdays from 3 to 4. It contains about 10,000 MSS., including that of the 'Divina Commedia,' the will of Marco Polo, the Grimani breviary, &c. There is a reading-room, open to the public daily.

In the chamber appropriated to the *Museo Archeologico*, and which at one time formed the *residence of the Doges*, there is a small but not very important collection of antiquities. On the walls are some curious maps of the countries explored by early Venetian navigators and travellers.

From the landing-place a flight of stairs leads to the second story of the palace.

In the *Sala della Bussola*, the anteroom of the Council of Ten, was the celebrated Lion's Mouth, in which were thrown secret denunciations. In the *Sala del Collegio* the Doge and his council received foreign ambassadors. It is impossible in our space even to enumerate the paintings contained in these halls, by all the grandest masters of the time and school; but excellent catalogues are provided for the information of the public in every room.

The *Pozzi*, or dark cells in the 2 lower stories, are still open to the visitor; obscure and intricate passages lead to them. Several of the prisons are lined with a wainscoting of wood, but those for condemned prisoners, including the cell of Marino Faliero, are merely of stone.

The Ducal Palace is separated on the eastern side by a canal from the *Carceri* or public prisons, and connected with them by the *Ponte dei Sospiri*, or *Bridge of Sighs*, a covered passage through which condemned prisoners were taken to hear their sentence previous to execution.

San Marco. This ch. did not become the cathedral till 1807; till then it was merely the chapel attached to the Ducal Palace. It was founded in 828 for the purpose of receiving the relics of St. Mark, which were translated from Alexandria, and whose symbol became the palladium of the Republic. It was destroyed by fire in 976, when the Doge, Pietro Candiano IV., perished in the conflagration. It was rebuilt, and adorned with the utmost magnificence by many succeeding Doges, and was finally consecrated in 1111.

The *principal façade* is very striking with its triple portico, its mosaics, marble columns brought from the ruined cities of the East, surmounted with pinnacles and backed by 5 domes of oriental aspect.

Over the principal portal are the *Four bronze horses* brought from the Hippodrome of Constantinople in 1204 by the Doge Dandolo. They had been conveyed there by Constantine from Rome, where they had successively decorated several triumphal arches. They were removed to Paris by Napoleon I., in 1797, and adorned the arch in the Place du Carrousel, till their restoration in 1815.

Within the vestibule there is in the pavement a lozenge of white and red marble, marking the spot where Pope Alexander III. and the Emperor Frederick Barbarossa were reconciled on the 23rd of July, 1117, through the mediation of the Venetian Republic. At

the N. end, in a granite sarcophagus, enclosed in a temporary case, are the remains of *Daniel Manin*, President of the Republic in 1848, which were brought from Paris in 1868, this being the only interment which has taken place in the ch. for upwards of 3 centuries.

The general plan of the interior is a Greek cross. At the centre is a cupola; and over the middle of each arm of the cross there is also a cupola. The rest of the roof is vaulted. The walls and columns are of precious marbles: the vaulting is covered with mosaics upon a gold ground. There are 14 principal pillars in the nave and transept.

It is calculated that in the decoration of this ch., within and without, 500 columns are employed, most of them antique, and many of them of the rarest and most precious marbles. There are also an immense amount of magnificent mosaics, some dating from the 10th century.

The marble *Ambones*, or pulpits, are each supported by 7 beautiful columns; the left-hand one is used for preaching, over it is a semicircular dome, in the other the Doge used to show himself to the people.

The high altar stands under a canopy of *verde antico*, supported by 4 marble columns, covered with bands of sculpture and Latin inscriptions. On the marble railing in front are 8 bronze statues. Behind the altar are the two *Pale* or altar-fronts. The innermost, or the *Pala d'oro*, is only shown on great festivals: it is a remarkable specimen of Byzantine art; it is silver-gilt, enriched with rough jewels and enamels. Beneath the high altar are the supposed relics of St. Mark. Behind this altar is another, under a canopy supported on 4 spiral columns of alabaster, said to have been brought from the Temple of Jerusalem.

The *Sacristy* is a noble apartment; the roof is richly covered with mosaics.

In the *N. Transept* is the chapel of the *Madonna*, the most popular altar in Venice, on account of a picture said to be by St. Luke, brought from Con-

stantinople in 1204. The chapel in the W. corner of this transept is that of the *Madonna de' Mascoll*, of which the altar and statues are good works of the 15th century.

The *crypt*, which had been abandoned for 3 centuries, was cleared of water and restored in 1868.

The *Baptistery*, entered from the S. aisle, is adorned with marbles of the 14th cent. In the centre is a bronze font, and above it a statue of St. John the Baptist (1565), also the monument of Andrea Dandolo (1534), the friend of Petrarch; he was the last who was buried in St. Mark's. The door of the *Tesoro* is in the S. transept: it can be seen on Monday and Friday, from 12 to 2.

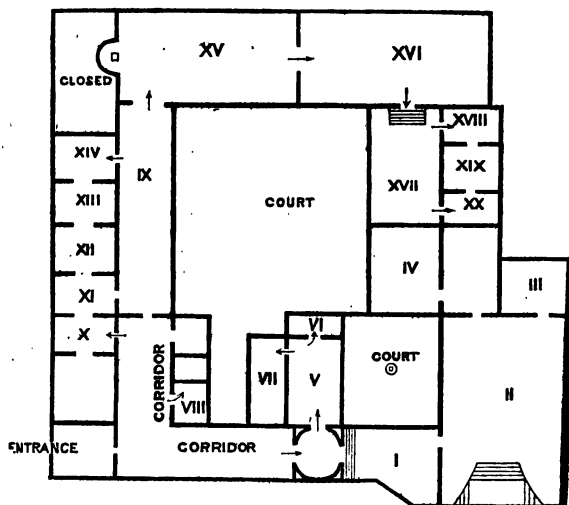
A gondola may now be engaged, and a visit paid to the ch. of *Sta. Maria della Salute*, adjoining the *Dogana del Mare*, at the E. extremity of the Grand Canal, and a conspicuous object in all views of this quarter. It was founded pursuant to a decree of the Senate in 1631, as a monument of thanksgiving after the cessation of the great pestilence, in which 60,000 of the inhabitants are said to have died. It is octagonal in shape; out of it opens a deep recess, forming the Lady Chapel and choir. It contains many works of art and pictures. See *Titian's St. Mark enthroned*, in the sacristy. The conventual buildings adjoining the ch. (1670) have been converted into the *Seminario patriarcale*, with a good library, and a collection of pictures called the *Pinacoteca Manfredini*.

Proceeding up the Grand Canal, on the l., is the *Accademia delle belle Arti*, in the ancient *Convent Scuola*, and *Ch. of Sta. Maria della Carità*, or it may be reached in a few minutes from St. Mark's, by means of the adjoining iron bridge.

The annexed plan (p. 326) will serve to guide visitors through the rooms. It is superfluous to detail all the rich treasures they contain. Excellent catalogues are obtainable for a trifle on the spot.

The galleries contain a great collection of pictures, mostly by Venetian

PLAN OF THE ACCADEMIA DELLE BELLE ARTI AT VENICE.



- I. Paintings of the 14th and 15th centuries.
 II. Hall of the Assumption of Titian.
 III. Small Hall.
 IV. Drawings of the old Masters.
 V., VI. Pinacoteca Contarini.
 VII. Wood Sculptures.
 VIII. Recent acquisitions.

- IX. Smaller Paintings of various schools.
 X. to XIV. Sale Palladiane.
 XV. to XVII. Sale Nuove. Larger Paintings of the Venetian School.
 XVIII., XX. Modern Paintings of ditto.
 XIX. Paintings of the 18th century.

artists, who may here be studied to great profit: Titian, Paolo Veronese, Gian Bellini, Tintoretto, the two Palmas, Pordenone, Giorgone, Bassano, &c. Titian's great picture of the *Assumption* is here, and his earliest and latest works, the *Annunciation* and the *Entombment*; the last is especially curious, as he was occupied on it at his death, in his 99th year.

The *Frari* (*Sta. Maria Gloriosa, de' Frari*), or ch. of the Franciscans, 1250, may next be visited. It is one of the largest and most beautiful churches in Venice, and contains the remains of many eminent men. On the rt., in the S. aisle, is the colossal *Monument of Titian*, who died here of the plague in 1576. It was completed at the expense of the Emperor Ferdinand I.

of Austria, and uncovered 1853. The marble slab, with the verses—

"Qui giace il gran Tiziano de' Vecelli
 Emulator de' Zeusi e degli Apelli,"

which for centuries was the only memorial on the artist's grave, may still be seen on the rt. of the present magnificent mausoleum. No trace of his remains was discovered beneath.

Opposite to it is a tasteless *monument*, erected to the memory of *Canova*, borrowed from his own design for one to the Archduchess *Maria Christina*, in *St. Augustine's* at Venice: only *Canova's* heart is preserved here, in an alabaster vase, the rest of his remains being at *Passagno*. In the monastery of the *Frari* are the *Archives*, one of the most extra-

ordinary collections in the world, comprising about 14 million documents, deposited in 298 apartments; the earliest record dates from 883.

At the E. end of the Frari Church is that of *San Rocco*, close to which is the *Scuola di San Rocco*. This semi-religious confraternity was founded in 1415, and became exceedingly wealthy and influential; it still exists. The *Scuola* is a very ornate building, and contains the council halls of the brotherhood, commenced in 1517. They became the patrons of Tintoretto, who painted here during 18 yrs.; there are upwards of 50 of his works, but they are so badly hung as hardly to be visible. His *Crucifixion*, in the *Sala dell' Albergo*, is considered to be his *chef-d'œuvre*.

Returning now to the Grand Canal, and proceeding in a N.E. direction, we come to

The *Rialto*, which till 1854 was the only bridge existing between the E. and W. quarters of Venice. It was built towards the end of the 16th cent., and consists of a single marble arch of 74 ft. span and 32 ft. in height, resting on 12,000 piles.

All the land on the rt. in passing up the canal forms the island of *S. Marco*, that on the l. the island of the *Rialto*, "*Rivo alto*." Farther on to the rt. is the *Ca d'Oro*, the most remarkable of the palaces of the 15th cent. in Venice. It was much dilapidated, but it was bought by Taglioni in 1843, and restored. It now belongs to the banker Herrera.

There are 3 other churches well worthy of a visit. *Santi Giovanni e Paolo* (better known as *San Zani-polo*), begun in 1246 and finished in 1390—a magnificent Italian Gothic edifice, after *St. Mark's* the most imposing in Venice. In it are interred many of the Doges, and other magnates of Venice. Some of their tombs are of great beauty; there are also a number of fine paintings. One of the most interesting monuments is that of *Marcantonio Bragadino*, who defended Famagusta, in Cyprus, against the Turks, and was flayed alive by them in breach of the terms of capitu-

lation. His skin was stuffed and sent to Constantinople. The Sultan afterwards sent it to his family; it is enclosed in the urn underneath the bust.

In the *Campo* in front of the ch. is the equestrian statue of *Bartolommeo Colleoni* (1475), General of the Republic, the second equestrian statue raised in Italy after the revival of the arts.

Santa Maria Formosa (1492), in the Piazza of the same name, and *S. Zaccaria* (1467–1615), a little to the S. of it, are well worthy of a visit.

[*Excursions in the Vicinity*.—a. *S. Lazzaro*. The Armenian convent, on an island, 2 m. S.E. of the city, founded in 1717 by Abbot Meehitar. Here Lord Byron studied Armenian. It possesses a valuable Oriental library and printing-press.

b. *Murano*. To the N. of the city, 1½ m. Pop. 5000. Celebrated for its glass-works. Those of *Salviatti* are principally for artistic objects. Those of the *English Company* produce table glass, &c.

c. *Torcello*, still farther to the N., is very unhealthy; it is the ancient *Altinum*, the parent island of the Venetian States. It has a ch. of the 10th or 11th century.

d. *Chioggia* (Venetian, *Chiozza*), at the S. end of the lagoons. Pop. 26,500. A city coeval with Venice. A steamer daily in summer in 2 hrs., returning the same evening.]

97. VOYAGE FROM VENICE TO NAPLES.

Sailing southwards, *Punta della Maestra* is passed. This cape, forming the delta of the Po, consists of low marshy lands, divided by streams into many islands, which frequently change their form. Beyond it is the great lagoon of *Comacchio*, containing an area of 150 sq. m., separated from the sea by a mere tongue of land. The town, bearing the same name, is on an island, 2 m. from the sea; it can—

only be approached by vessels of small size, through the *Palotta Canal* or *Port Magna Vacca*.

a. **Ravenna** is no longer a seaport. *Corstini*, 3 m. to the N.W., now serves as its harbour. It can be reached much more conveniently by rly., via Bologna and Castel-Bolognese, in about 8½ hrs.

Inns: San Marco; Aquila d' Oro.

Ravenna, once the capital of the Western Empire, has preserved more memorials of her Imperial masters, and possesses a higher interest for the Christian antiquary, than almost any other city in Italy, except Rome itself. After that city, Athens and Florence, it is perhaps the most interesting place in Europe.

For 400 years, namely, from the time of Augustus to that of Honorius, it was a great military harbour. The forests of pines, which served to build the Roman fleets, have increased in size, and so gained on the sea that the city is now 3 or 4 miles inland. It is still surrounded by walls, excepting on the E. side, where a breach has been made to build a railway station. The *Stradone della Stazioni* leads right to the heart of the city, where is the *Piazza Maggiore*, or of *Vittorio Emanuele*, corresponding to the ancient Forum. It is ornamented by 2 granite columns, erected by the Venetians in 1484, bearing statues of SS. Apollinaris and Vitalis.

At one extremity is the *Palazzo Comunale* or *Municipio*, at the other the *Dogana*, formerly a ch., and between them the *Palazzo Governativo*. The *Piazza dell'Aquila* beyond it is so called from the column surmounted by an eagle, erected in honour of Cardinal Caetani in 1609.

We cannot linger over all the many monuments of this venerable city. We must content ourselves with short descriptions of the most important, referring the traveller, as in the case of other places already thoroughly described, to the local handbook for more detailed information.*

* Murray's 'Handbook to North Italy.'

The **CATHEDRAL** or *Basilica Ursiana* was built by S. Ursus, Archbishop of the see, in the 4th cent., and rebuilt in the 18th. The cylindrical *Campanile* alone remains of the original edifice.

In the Chapel of the Holy Sacrament is Guido's painting of *The Faling of the Manna*, and in the lunette above, the *Meeting of Melchisedec and Abraham*. The *Sacristy* contains a curious *Paschal* calendar, calculated for 95 years, from 532 to 626, also the ivory pastoral chair of St. Maximianus.

The *Baptistery*, separated from the Cathedral by a street, is even older than the latter, though supposed to have been founded by the same person. The dome is richly decorated with mosaics of the 5th century. The font, of white marble, is of the same period.

The **ARCHBISHOP'S PALACE**, to the E. of the Cathedral, is extremely interesting. The *Chapel* is of the 5th cent., and is almost unchanged.

The *Basilica of S. Vitale*, near the *Porta Adriana*, is a beautiful specimen of a circular ch., inscribed within an octagon. The dome is composed of earthen pots, protected by a wooden roof. Charlemagne copied it for his tomb at Aix-la-Chapelle.

Near the above is the **MAUSOLEUM OF GALLA PLACIDIA**, or the Ch. of *SS. Nazaro e Celso*. It was built by the Empress herself towards the middle of the 5th cent. She was the daughter of Theodosius the Great, and the sister of Honorius. She was twice a prisoner with the Visigoths, and on the second occasion she espoused Atalphe, brother-in-law and successor of Alaric. On his death she married Constantine III., and was associated with him in the Empire. She gave birth at Ravenna to 2 children, one of whom became Valentinian III. She died at Rome in 450, and her body was interred in this monument, which she had prepared in her lifetime.

It is a small cruciform building, and retains not only its architectural form but even its polychromatic decoration, almost in its original state. The 3 arms of the cross form the receptacles

for 8 sarcophagi, one of which contains the ashes of the Empress; that on the rt. contains the remains of her brother, Honorius II., and that on the l. is the tomb of her second husband, Constantine III.

These sarcophagi and the tomb of the Empress Irene in the island of Prinkipo are the only tombs of the Cæsars, oriental or occidental, which remain in their original places.

THE TOMB OF DANTE is near the Ch. of ST. FRANCESCO. (Key kept at Palazzo Pubblico.) The remains of the poet, who died here on the 14th Sept., 1321, were originally interred in that ch., but on the expulsion of his patron, Guido Novello da Polenta, whose family were also buried there, they were with difficulty preserved from the persecution of the Florentines and the excommunication of the Pope. The present building was reconstructed in 1780 by Card. Valenti Gonzaga, but it was long suspected that his body did not actually rest here, a suspicion confirmed on the 14th May, 1865, the sexcentenary anniversary of his birth. On that date a wooden box, containing a skeleton, was discovered in the Ch. of S. Francesco, with a double inscription, stating that it contained the bones of the poet, removed here by Friar Antonio de' Santi in October, 1677. These were placed in the urn of the Mausoleum with great pomp.

Near the tomb of Dante is the house of Byron, whose name is hardly less associated with Ravenna than that of the great Italian poet himself. He resided here about 2 years, and loved it better than any place in the world except Greece. Many of his poems were written here.

Outside the town, about half a mile from the Porta Serrata, is the MAUSOLEUM OF THEODORIC, generally known as *S. Maria della Rotonda*. On the expulsion of the Arians his ashes were ejected, and his sepulchre despoiled of its ornaments.

Fergusson thus describes it: "The lower story is a decagon externally, enclosing a cruciform crypt. It is 45 ft. in diameter, each face being orna-

mented by a deep niche. These support a flat terrace, on which originally stood a range of small pillars, supporting arches, which surrounded the upper story. These have all been removed. The most singular part of the building is the roof, which is formed of one great slab, hollowed out in the form of a flat dome, internally 30 ft., and externally 35 ft. in diameter, and which certainly forms one of the most unique and appropriate coverings for a tomb perhaps anywhere to be found.

"Near the edge are a range of false dormer windows, evidently used as handles, by means of which the immense mass was raised to its present position. In the centre of the dome is a small square pedestal, on which, it is said, once stood the urn which contained the ashes of its founder."* The double flight of steps leading to the sepulchral chamber is quite modern.

The Basilica of S. APOLLINARE IN CLASSE lies on the road to Rimini, at about 2½ m. S.E. from the Porta Nuova, and is all that remains to mark the site of the ancient seaport town of *Classis*. It was erected in 534 on the site of a temple of Apollo. It is a magnificent specimen of early Christian art. The walls of the nave, and part of those of the aisles, are decorated with a chronological series of portraits of the Bishops and Archbishops of the see. The tower is a fine example of those circular campaniles peculiar to Ravenna.

The celebrated PINETA or Stone Pine (*Pinus pinea*) forest is reached not far from the Basilica. It extends along the shores of the Adriatic for a distance of 25 m., varying in breadth from 1 to 3 m. No place has more classic and poetic associations connected with it. Its praises have been sung by Dante, Boccaccio, Dryden and Byron, and it would be difficult to exaggerate the beauty of "Ravenna's immemorial wood," where one may drive for miles over turf amongst a vast succession of picturesque avenues and glades.

* 'History of Architecture,' i. 390.

b. Rimini. (Pop. 33,000.)

Inn: *Aquila d'Oro*.

The port of Rimini is small, shallow, continually encumbered by sand and stone washed down by the Marecchia river, on which it stands, and at all times difficult of access. The best means, therefore, of visiting it is by rly., via Castel-Bolognese.

This interesting episcopal city occupies the site of the ancient *Ariminum*. In 1200 it was given by Otho IV. to the Malatesta family, to which it was indebted for its subsequent importance; it subsequently passed into the hands of the Venetians, and finally into those of the Pope, in whose possession it remained till the downfall of his temporal power.

The most interesting monuments are—

THE ARCH OF AUGUSTUS, now the *Porta Romana*, erected in 727 by the Senate and people in token of gratitude to the Emperor for the restoration of their roads. Its peculiar feature is the width of its arch, but it is impossible to judge of the upper part of this monument on account of the crenellated superstructure which has been added.

THE BRIDGE OF AUGUSTUS, over the Marecchia, is still one of the best preserved Roman constructions of its kind in Italy.

THE CHURCH OF S. FRANCESCO, now the *Cathedral* (14th cent.), was restored by Sigismundo Pandolfo Malatesta in 1450, in the classical style, of which it is a good example. The whole building is covered with the armorial bearings of the Malatesta family. The 7 arches on the S. side contain sarcophagi of the eminent men whom they had collected around them, and the interior is full of interesting memorials of the family.

In the market-place (*Piazza Giulio Cesare*), the ancient forum, is a pedestal with an apocryphal inscription recording that it served as the *suggestum* from which Cæsar harangued his army after the passage of the Rubicon.

THE CASTLE OF THE MALATESTAS now serves as a prison. The traveller will recollect that it was a

member of this family, *Francesca da Rimini*, daughter of Dante's friend and protector, the Lord of Ravenna, whose tale of guilty love has been so touchingly told by that poet, and so finely translated by Byron.

[Excursion to San Marino. About 14 m. S.W. of Rimini is this interesting little republic, the smallest in Europe, but which has retained its independence for 14 centuries, and was for long the only representative of Italian liberty.]

c. The little harbour of Pesaro* (Pop. 11,600) is not more than 6 ft. deep, and can only receive vessels of the smallest size. It is the ancient *Pisaurum*, a town of some importance in the early part of the Roman Empire. Under the Princess of Urbino, Lucrezia d'Este, it was the residence of many distinguished men, especially of *Bernardo* and *Torquato Tasso*. In modern times it is best known as the birthplace of *Rossini*.

[An Excursion may be made hence to Urbino, the birthplace of *Raphael*, where exists the magnificent palace of the Dukes of Urbino. The journey requires 5 hrs. by diligence.]

The next seaport on our rte., and the only important one since leaving Venice, is

d. Ancona.† (Pop. 46,000.)

British Vice-Consul: Albert P. Tomassini, Esq.

Inns: *Albergo Reale della Pace*; *Grand Hotel Vittoria*; *H. Milano*; *Alb. Roma*, 2nd-class, near rly. stat.; *Gran Bretagna*, 3rd-rate.

Theatres: *Le Muse*; *Vittorio Emanuele* and *Anfiteatro Goldoni*.

Means of Communication. — With Marseilles, Genoa, &c., by *Florio Company's* Steamers, see *Palermo*. With Egypt, by *P. and O. Company's* vessels, see *Alexandria*. *Trieste* steamers arrive every 15 days from Liver-

* Murray's 'Handbook to Central Italy.'

† Ibid.

pool, belonging to the *Leyland* and *Burns & MacIver Cos.*

Ancona is now more a naval and military station than a commercial port. The city is beautifully situated on the slopes of a natural amphitheatre between the two promontories of *Monte Ciriaco* and *Monte Mariano*.

Its harbour was celebrated in the time of the Romans, as is shown by the magnificent works undertaken by Trajan, still remaining almost unchanged. The ARCH OF TRAJAN is a superb monument, situated on the *Old Mole*, built of white marble, in honour of the Emperor, by Plotina his wife and Marciana his sister, in 112. The *New Mole* is also decorated with a *triumphal arch*, erected by Clement XII. The harbour is sufficiently capacious to contain vessels drawing as much as 24 ft. of water, and it is strongly fortified. Ancona is divided into 2 portions, the *Città Vecchia* and the *Città Nuova*. The former occupies the highest ground and is inhabited by the poorer classes; the latter is on the lower slopes and on the sea-shore. Great improvements in the town have taken place lately. The *Corso* has been improved, paved with Dalmatian stone, and contains handsome shops and buildings; at the end of it is the *Piazza Cavour*, containing a colossal statue of that statesman, raised in 1868.

The CATHEDRAL is an edifice of the 10th cent., built on the site of a temple of Venus; it is situated on an eminence above the harbour, and commands an extensive view. The Gothic doorway is a superb example of its kind. The interior is in the form of a Greek cross; it contains some of the columns of the original temple. Beneath the Chapel of the Holy Sacrament is the tomb of its patron, *St. Ciriaco*, whose remains are enclosed in a glass sarcophagus. There are other tombs and monuments, of considerable merit, in the ch., and detached from it is a mediæval square campanile. Of the other churches, some have been converted into military buildings; none are of exceptional interest.

Near the cathedral, within a house, are some vestiges of the Roman *Amphitheatre*.

In the *Piazza del Plebiscito* is a marble *Statue of Clement XII.* The fountain called *del Calamo* is the work of Tibaldi; and in the corner of this *Piazza* is the *Prefecture*, a handsome, Italian Gothic building, dating from 1400.

The *Palazzo del Comune*, near the cathedral, contains a small gallery of paintings removed from the desecrated churches.

[e. An Excursion can be made to *Loreto*; the distance by rly. is 15 m. The stat. is 2 m. from the town, but omnibuses meet each train.

Inn: La Campana. Here is the HOLY HOUSE, which, according to tradition, was the birthplace of the Virgin and which was miraculously transported from Nazareth, after having rested for a time on the coast of Dalmatia, near Fiume (q. v.). It has been one of the most frequented places of pilgrimage of the Roman Church for 5 centuries. It is enclosed within the *Chiesa della Casa Santa*; which, though not possessing any architectural merit, has been richly decorated, and contains a number of valuable pictures.]

f. Some of the coasting steamers, after leaving Ancona, shape their course for the *Tremiti Islands* (*Insule Diomedæ*), known in classical mythology for the metamorphosis of the companions of Diomed into birds. The largest of them is *S. Domenico*; the others are *Caprara*, *S. Maria*, or *S. Nicolo*, and the barren isle of *Pianosa*.

g. Thence they regain the Italian coast at *Manfredonia*, the best harbour of refuge on the W. coast of the Adriatic, from the Bora. It is walled on all sides, and its port is commanded by a castle. It was built by Manfred in 1266, chiefly from the ruins of *Sipontum*.

h. Thence to *Bari* (*Barium*). (Pop. 60,000.)

Inns: Il Risorgimento; Cavour.

It has an indifferent port, but a

much larger and safer one is nearly completed, vessels now moor alongside the quay. It has an extensive trade with Trieste, Dalmatia, the north of France and Great Britain by several lines of English and other steamers. Its strong fortifications made it a place of great importance during the wars of the Middle Ages, and in ecclesiastical history it was one of the first Christian bishoprics.

The PRIORY OF ST. NICOLÒ (1087) is one of the principal sanctuaries of the kingdom. The ch. is in the Romanesque style, with 2 arches and a nave. Arches on columns have been thrown over the latter, which neither support the roof nor aid the construction in any way. Behind the choir is the *Tomb of Bona Sforza, Dowager Queen of Poland*. In the magnificent crypt is the *Tomb of S. Nicholas*, whence is said to distil miraculously a fluid called the *Manna di S. Nicolo di Bari*, in high repute as a remedy for all diseases.

The *Cathedral of S. Sabinus* has been much injured by alterations; still it is a fair example of those churches which have their apses internal, thus doing away with apsidal terminations, perhaps the most beautiful feature in Italian churches. It contains several good paintings by Tintoretto, Paul Veronese, &c. In the crypt is the body of the Patron Saint, with his silver bust.

i. Brindisi.* (Pop. 18,000.)

Inns: *H. des Indes Orientales*, on the Quay, opposite the berth of the P. & O. steamers; *H. d'Europe*; *H. d'Angleterre*.

British Consul: H. L. Dupuis, Esq.

P. & O. Company's Agent: M. du Gue.

Means of Communication.—The *Peninsular and Oriental Co.'s* steamers leave every Monday at 4 A.M., or as soon after as the overland mail is on board, for Alexandria and the East. The homeward mail steamer arrives on Friday or Saturday, and the mails and passengers for Paris and London leave by special train within an hour

* Murray's 'Handbook to Southern Italy.'

or two of their arrival, London being reached in 54 hours.

The *Austrian Lloyd's* steamers arrive every Friday morning from Trieste, and leave on Friday at midnight for Corfu, connecting there with other steamers of the same company for Turkey, Alexandria, Cyprus and Greece. On the return voyage the steamers from Corfu arrive on Friday morning, and leave at noon for Fiume and Trieste.

The *Italian Mail* steamers, leave every Wednesday at midnight for the Piræus and Constantinople, and arrive on the return voyage on Sunday morning. Their mail steamer for Corfu leaves every Sunday at midnight, returning on Wednesday morning. This company has steamers leaving weekly, between Brindisi and Venice, calling at the intermediate ports, and between Brindisi and Marseilles, touching at the ports in Sicily, Naples, Genoa, and Marseilles.

For information as to the routes between London and Brindisi, see the 'Handbook of Information for the South Italian Railway,' published monthly, and to be obtained at Lebeau and Co.'s, 6, Billiter Street, London, E.C.; and 108, Rue du Faubourg St. Denis; or 26, Rue Feydeau, Paris.

Vessels can coal alongside wharf; price 33 frs. per ton.

Brindisi, the ancient *Brundisium*, was the great naval station of the Roman Empire in the Adriatic. It was celebrated for the siege sustained in it by Pompey against the victorious army of Cæsar. At the convention held here to adjust the disputes between Antony and Augustus, Mæcenæ was accompanied by Horace. Virgil died here on his return from Greece, Sept. 22, B.C. 19. It was one of the chief ports for the embarkation of the Crusaders, but when these expeditions ceased, Brindisi sank into insignificance; its ports became choked up with sand, and it did not commence to emerge from this state of decadence until the prolongation of the Great Southern Railway to it, and the improvements in its harbour accommoda-

tion, enabled it to become the point of departure for the Anglo-Indian mails. In the inner harbour vessels can now enter and moor along the quays. In the outer one a breakwater has closed up the N. entrance of the roads, called *La Bocca di Paglia*, between the mainland and the island of *Sant' Andrea*, and a mole at the extremity of the latter protects the inner roads from E. winds and seas.

Near the W. end of the town is the ruined *Ch. of S. Giovanni*, destroyed by earthquakes, which deserves notice. It probably belonged to the Templars. In the *Cathedral*, which has suffered greatly, took place the marriage of Frederick II. and his second wife Yolanda, in 1225. The *Castle*, flanked by enormous round towers, was founded by Frederick II., and completed by Charles V. It forms a conspicuous object from every part of the city. The *Marble Column* near the Cathedral was set up by one Lupus Protaspata, in the 11th century. It is 50 ft. high, and the capital is decorated with the heads of sea divinities. It no doubt formed part of a Roman temple.

The trade of Brindisi is gradually extending, and the town has been somewhat improved by widening and repaving some of the streets, and by an attempt to secure cleanliness. That leading from the quays to the station is decidedly a creditable one for S. Italy.

k. The coasting steamers proceed from Brindisi to Corfu, and returning touch at Gallipoli (*Collipolis*). Pop. 9951. A *British Vice-Consul* resides here. The town is beautifully situated on a rocky island, connected with the mainland by a bridge of 12 arches. It is the principal depot of the oil-trade; the oil is stored in vats, cut out of the limestone rock. The *Castle* was built by Charles I. of Anjou, and restored by Ferdinand I.

Steamers now generally proceed to the northern extremity of the Gulf of Taranto, which is 60 m. wide from Cape *Sta. Maria di Leuca* on the N.E. to Cape *Nau* on the S.W., and 70 m. in a N.W. direction.

[*Mediterranean.*]

l. *Taranto* (anc. *Tarantum*, Pop. 27,546), is finely situated on an isthmus separating the Gulf from the *Mare Piccolo*, which formed the harbour of the ancient city. This lake is 12 m. in circumference, and abounds in several species of shell-fish. Near is a hill called the *Monte Testaccio*, formed entirely of shells. The present harbour is a semicircular indentation, protected from seaward by the islands of *S. Pietro* and *S. Paolo*, which, together with shoal banks, extend nearly across the entrance, forming a spacious and well-sheltered port.

Tarantum was one of the most important and splendid cities of Magna Græcia, and Plato, attracted by the fame of its schools, came from Athens to visit them. The modern city retains little of its former greatness. Its population is crowded in lofty houses, and its streets are dark and narrow. The fortifications were built by Charles V., and command both seas. The *Aqueduct* which supplies the city is attributed to the Emp. Nicæphorus I. in 803. It is a remarkable work, 20 m. long, the last 3 m. being carried on arches.

The title of Duke of Taranto was conferred by Napoleon I. on Marshal Macdonald, of Scottish origin.

From this point there is rly. communication along the Calabrian Coast to Reggio, and with Naples, Bari, &c.

m. The steamer now touches at *Rossano* (anc. *Rosolanum*, Pop. 14,880), situated on a rocky eminence, and subsequently at *Ootrone* (anc. *Oroton*), built on a rocky point, defended by a *Castle*, which was erected by Charles V. The harbour will only admit vessels of the smallest class. On the *Lacinian Promontory* (Cape Nau), 6 m. to the S.E., was the celebrated temple of *Juno-Lacinia*, which survived nearly entire till the 16th centy., when a Bishop, well-named Antonio Lucifero, pulled down most of it to build his palace. A part of it was also used in the construction of the mole which protects the harbour. A great deal of liquorice-root is grown in this part of Calabria.

From this point the coasting steam-

ers shape their course to Sicily, and again stand over to the mainland, and anchor at

n. Reggio (anc. *Rhegium*), Pop. 35,235.

Inns: Albergo Vittoria; Europa; Trattoria Novara; Café Garibaldi.

Vessels anchor in the bay to the N., but the water is so deep, even a short distance out, that a strange vessel had better avoid it.

This is the capital of Calabria, and is situated in the midst of great natural beauties. The town rises gradually from the broad Marina towards the richly cultivated summits of the hill behind it. One of the exports of this coast is the orange from which bergamot is obtained, it will grow nowhere else. Few towns in Italy have suffered more from earthquakes and enemies, so that there is little of interest in the place itself, beyond its extremely picturesque situation, backed by the mountains of the *Aspromonte*. St. Paul visited Rhegium on his voyage from Caesarea to Rome.

The steamer now returns to Sicily, touches at Messina, and having passed between *Scylla* and *Charybdis*, and northward along the W. Coast of Calabria, enters the Gulf of *S. Euphemia*, and stops at

o. Pizzo (Pop. 8239).

This is a miserable little place, only memorable as the last scene in the life of Murat, King of Naples. He was shot on the platform of the old Castle, and was buried in the church.

To the N.E. is the Plain of Maida, where was fought the only battle of any consequence by British troops on Italian ground. Sir John Stuart defeated the French under Regnier with immense loss in 1806, and drove them out of Calabria.

p. The only other place at which the coasting steamer touches before reaching Naples is Paolo (anc. *Patycus*), Pop. 8468, a town beautifully situated in a ravine, and on the slope of a mountain.

[On the arrival of the steamer, carriages start for *Cosenza*.]

98. NAPLES.

Naples.* (Pop. 448,335.)

British Consul: Henry Grant, Esq. *Consul U.S.A.:* Edwin H. Smith, Esq.

Inns: Grand Hotel, H. de la Grande Bretagne, on the Chiaia; *H. de Vesuve, H. Royal des Etrangers*, on the Chiaia; *H. Bristol and Tramontano* in the town, the last being cheaper than those situated in more wholesome and more fashionable quarters.

Church of England.—Christ's Ch., in the Via S. Pasquale; the site was given by the Italian Government.

Presbyterian Church, in the Largo di Cappella Vecchia.

An *International Hospital*, where many British seamen find relief, in the Vico Stretto di Miracoli. Dependent on voluntary contributions.

Means of Communication.—*Italian Company.* For Messina, Catania, and Alexandria, every Thursday, 4.30 p.m., and for Leghorn and Genoa, every Thursday, 10 p.m.

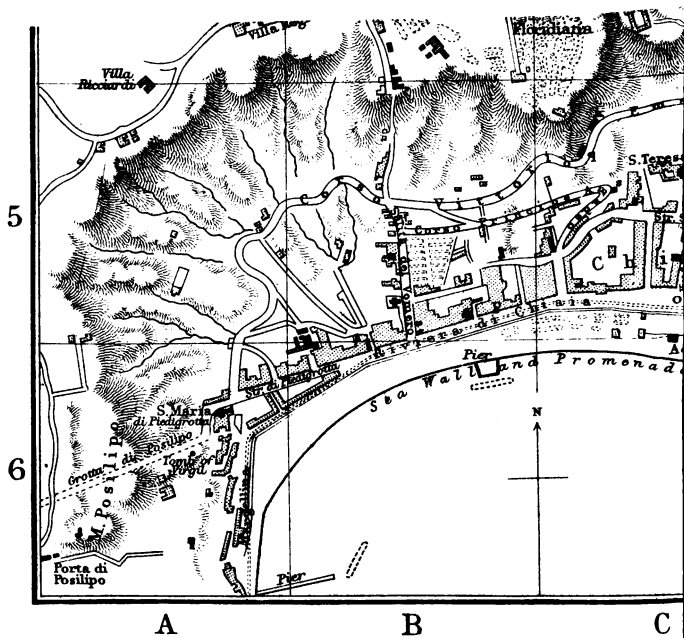
For Cagliari, every Friday, 1 p.m.

Steamer to Ischia, touching at Procida, twice a day in the summer months, once a day at other times. To Ponza and Capri daily in summer, at uncertain hours. For information as to dates of sailing, fares, &c., consult the advertisements of the different companies, to be found at all the hotels. Steamers can coal by means of lighters; cost 31 fra. per ton.

Railways.—The *Central Station*, near the Porta Nolana, is now the terminus for all the lines. Consult local time-tables.

It is not part of our scheme to treat with anything like exhaustiveness a subject so vast as "Naples and its environs." This actually occupies more than half the entire volume dedicated to Southern Italy. But for the sake of continuity, and because a yachtsman may touch at Naples, on his way to or from other coasts more within our province, we are tempted to give an enumeration of the most important objects of in-

* See Murray's 'Handbook to Southern Italy.'



and a plan for seeing them in such a brief period as he may have at his disposal.

Those who desire to study the subject it ought to be studied must consult the special handbook.*

The city of Naples disputes with Antinople the claim of occupying the best site in Europe. The bay, on the N. shore of which it is situated, is 35 m. in circuit. Between it and the Apennines Vesuvius rises in the plain, along the coast of which it and the sea are numerous towns and villages, and the sites of Herculaneum and Pompeii. Beyond, the coast suddenly trends to the S.W., and the extremity of the peninsula is the beautiful island of Capri, 17 m. in a direct line from the coast.

The coast to the W. is more irregular, and terminates in a point and promontory of Misenum, which are the islands of Procida and Ischia. The bay between Procida and Capri is 14 m. wide, its depth from W. to E. about 15 m.

The city itself is built on the base of a range of hills which give it the general form of an amphitheatre.

It is intersected from N. to S. by a long and densely crowded street traversing the largest and most fertile part of the city, which for its fertile soil and evil odours is unequalled in the world.

The more modern town, or the city, lies to the W. of it. Some of the most magnificent streets are in process of construction on ground reclaimed from the sea; this is the case in which all the best hotels are situated, and the fashionable promenade is along the Chiaia, the new city, and in the gardens of the Regio Nazionale. The topography, however, will better be understood by consulting the accompanying plan.

The climate of Naples is delightful in autumn, but the spring months are best for delicate lungs. In the thermometer rarely falls below 40°, and in summer it seldom exceeds 84°. Snow rarely falls in Naples, though it often lies for

weeks in the neighbouring Apennines.

There are three Ports: the *Porto Piccolo*, now only used by boats and lighters, the *Porto Grande* almost exclusively set apart for sailing-vessels. Merchant and passenger steamers are moored, stern on, to the outer or sea-side of the pier of the Porto Grande, which is protected by a breakwater of 600 metres in length, constructed in continuation of the old quay of the military harbour. In 1878 there entered in this harbour 272 British steamers and 59 sailing-vessels, with an aggregate burden of 248,000 tons.

The *Porto Militare* is exclusively for ships of war and yachts. The latter should take up a position to the S. of the saluting-battery, but they may do so wherever they please, no attempt is made to restrict them to any particular locality.

The following plan is recommended for seeing Naples and its vicinity in six days.

1st day.—Excursion to Pompeii.

2nd day.—S. Elmo, S. Martino, the Museum, and a drive through the city.

3rd day.—A drive through the western environs of Naples, visiting Pozzuoli, the Solfatara, the lakes of Lucrinius and Avernus, Baia, Misenum, the lake of Fusaro and Cumas.

4th day.—A visit to some of the principal palaces and churches.

5th day.—Herculaneum and Vesuvius.

6th day.—An expedition to the E. of Naples. See p. 339.

We shall take these in the order in which we have given them.

First day.—Excursion to Pompeii.

By rly., or a carriage may be had for 20 frs., but the drive takes 2 hrs. and is not a pleasant one. In the latter case Herculaneum may be seen on the way, should the traveller not intend to visit the summit of Vesuvius. A yacht may anchor off Torre Annunziata with great advantage. Lunch is generally very acceptable before entering Pompeii, and can be had at the Hotel Diomede.

Those who can spare only a short time had better avoid all minutiae and

confine themselves to the principal objects of interest. The fatigue of seeing even these is very great, especially in hot weather. On week-days the charge for admission is 2 fr., which includes a guide. On Sunday it is free.

Pompeii never was a great city, but its position must have given it some importance in a commercial point of view, and as an agreeable watering-place.

The more ancient of the edifices are Greek in their type, the recent, Roman; but even when Greek forms have been retained, the pure principles of Greek art have been much corrupted.

An earthquake threw down a great part of the city on the 5th Feb., A.D. 63, and another in the following year appears to have done still greater damage. The citizens were rebuilding their ruined edifices when the fatal eruption of Aug. 24th, A.D. 79, occurred. Pompeii was overwhelmed by showers of pumice and ashes, no lava-current having ever reached it. Few skeletons have been discovered, a fact which would prove that most of the inhabitants succeeded in escaping.

Though the name of Pompeii appears never to have been lost, the site of the town remained undiscovered and forgotten till the middle of last cent., when a peasant in sinking a well discovered a painted chamber containing statues and other objects of antiquity. Charles III. ordered the excavation to be prosecuted, and from that time to this the work has gone on with greater or less activity. It is now under the charge of the eminent archæologist Cav. G. Fiorelli.

There is a small museum in which a selection of objects is exhibited, but the most interesting and valuable ones are removed to the National Museum at Naples.

The main objects to which the traveller should direct his attention are—

The Forum and Basilica.

The temples of Venus, Jupiter, Fortuna, Augustus and Neptune.

The houses of Diomed, Sallust, Pansa, the faun, the tragic poet, and Castor and Pollux.

The Public and the Stabian baths.
The Gate of Herculaneum.
The great theatre, the amphitheatre.
The Street of Tombs, the Museum.

Second day.—As the museum does not open till 10 A.M., an earlier visit may be made to the Castle of S. Elmo, notorious as a political prison during the Bourbon dynasty, and to the adjoining monastery of S. Martino (admission 1 fr.), from which wonderful views of the bay of Naples are obtained. Since its suppression it has been converted into a museum, and contains a valuable collection of embroideries, majolica, glass, &c. The church is richly decorated with marble, and contains some good pictures, especially a *Descent from the Cross*, the masterpiece of Ribera, and a *Nativity* by Guido Reni, who died before it was finished.

The Museum, Museo Nazionale (admission 1 fr., free on Sundays) is a perfect treasury of works of art, but its characteristic feature is the priceless collection of objects dug up at Herculaneum and Pompeii. Catalogues may be obtained in various languages, and civil and intelligent assistants are stationed in each room, who are ever ready to explain its contents.

The third day may be devoted to a drive amongst the western environs of Naples. After leaving the Chiaia we pass through the *Grotta di Posilipo*, a tunnel constructed in the reign of Augustus, $1\frac{1}{2}$ kilometres in length; at the entrance, high up on the cliff to the left, is the so-called Tomb of Virgil, a Roman Columbarium. Emerging thence, we pass through the vineyards and gardens of the *Fuorigrotta*, and reach *Bagnoli*, a small watering-place full of bathing establishments, in which the thermal springs of this neighbourhood are utilised. The view of the Gulf of Pozzuoli from this point is very fine. On the left is the island of Nisida, crowned with a ridge of stone pines, and an extensive convict establishment; below it is the *Lazaretto*; while on the opposite shore of this bay is the CASTLE OF BAILE, the more remote promontory of MISENUM, with

the island of ISCHIA overtopping it in the distance.

We continue our drive along the sea-shore to *Pozzuoli* (*Puteoli*), where St. Paul tarried seven days (Acts xxviii.). It was once a place of great commercial importance, and now contains ruins of the highest interest. Foremost amongst these is its magnificent brick Amphitheatre, the largest and best preserved in the world. The area of the arena of the Coliseum at Rome is 3611 square metres, this one is 5788; but its chief interest is the remarkable series of subterranean apartments under the whole of the arena, and the means employed for raising wild beasts by means of trap-doors into it. Although the material employed in the construction of this building was only brick, it must have been decorated by magnificent colonnades. Great numbers of broken marble columns are found mixed up with *débris* in the basement stories. The *Serapeum* is not only an interesting ruin, but it furnishes an extraordinary proof of the changes which have been effected in this district by volcanic agency even during the limits of history. The temple of Serapis stood in the centre of a square court surrounded by a colonnade. It had a magnificent portico of six monolithic marble columns, three of which still remain *in situ*. What its original height above the sea was we cannot tell, as there has been a great subsidence of the coast all along the bay, the limits of which are marked by the line of cliff which follows its contour. This temple was at one time sunk far below the level of the sea; the fact is written in the clearest language on every column, especially on the higher ones of the portico. Their bases are still below the level of the sea and actually in the water, which here is only a few inches below the surface of the ground. Then comes a height of 8 or 10 feet, in which the shafts are quite uninjured; they were probably covered with sand, and thus protected from the action of the water. Above, for 12 or 14 feet, they are greatly corroded by the sea, some are even per-

forated by shell-fish and have oysters adhering to them. The upper parts of the shafts are uninjured like the bases. Here is proof not only of submersion, but of a subsequent upheaval so gradual as to have allowed three isolated columns of unusual height, not even connected by an architrave, to remain in their original position.

A walk of less than an hour above the village will take the traveller to the *Solfatara*, a crater which still retains some signs of activity. A considerable trade is done all along the shores of this bay in that kind of tuffa from which the *Puzzolana* cement is manufactured.

We now continue our drive, passing the small Lake of *Lucrinus*, separated from the sea by a causeway. It was once celebrated for its oysters, and is now used as a fish-pond,—that of *Avernus*, still bearing the name made familiar to us by classic poetry; and finally reach *Baja* (*Baiæ*), so justly praised by Horace, where Hadrian starved himself to death, and desired to have it recorded that the doctors had killed him. Here is an excellent hotel, where one can lunch; the drive may be continued to the port and promontory of *Misenum*, designed to be the station of the Roman fleet in the Mediterranean, as *Ravenna* was in the Adriatic; the *Elysiac fields*, now a richly-cultivated tract of vineyards and gardens. The Lake of *Fusaro*, once probably the port of *Cumæ*, and *Cumæ* itself, where Tarquinius Superbus purchased the Sibylline books, preserved through so many ages as the most precious relics in the Capitol at Rome.

We must return to a great extent by the way we came, but we may vary the latter part of the drive by ascending the winding road opposite the island of *Nisida*, up the *Collina di Posilipo*, past the *Grotta di Seiano*, a passage hewn through the rock, longer than, but not so broad and high as, that of *Posilipo*, and finally passing through the pleasant villas and restaurants of *Posilipo*, we regain the *Chiaia* whence we set out.

The fourth day.—Visit some of the

most striking objects of interest in the town. The *Palazzo Reale*, on the Piazza del Plebiscito, where a ticket is procured gratis, giving admission to the Palace of *Capo di Monte*; that of *La Favorita* is no longer a royal palace, being occupied by the ex-Khedive of Egypt. The ch. of the *Incoronata* in the *Strada Medina*, built by Joanna I. to commemorate her coronation and marriage with Louis of Taranto in 1347. *S. Maria Nuova*, in the largo of the same name (1268), containing the monuments of *Don Pedro Navarro*, who strangled himself in the prison of the Castel Nuovo, and *Lautrec*, who besieged Naples for Francis I. in 1528, and died there of the plague in the same year. *Monte Oliveto* or *Sant' Anna*, a perfect museum of sculpture; in its once splendid Benedictine monastery Tasso found an asylum in his sickness and misfortune in 1588, and repaid the kindness of the monks by writing a poem on the origin of their Order. *Santa Chiara*, in the *Strada Trinità Maggiore* (1310), containing the *Tombs of the Princes of the House of Anjou*. *San Domenico Maggiore* (1285), a noble edifice, rich in works of art; in the gallery of the sacristy are 45 large mortuary chests covered with velvet, containing the remains of *princes and princesses of the Aragonese dynasty*, and of other celebrated personages. *S. Lorenzo* (1324), containing, amongst other tombs, that of *Catherine of Austria*, first wife of Charles "the illustrious," Duke of Calabria. *S. Filippo Neri*, or ch. of the *Gerolomini*, in the *Strada de' Tribunali* (1592), one of the most richly-decorated churches in Naples. In *S. Angelo a Nilo* is a fine *Monument to Card. Brancaccio*, 1428, by Donatello and his pupil Michelozzo. The Cathedral or *Duomo S. Gennaro*, built on the site of 2 Roman temples (1272-1316), from the ruins of which it probably derived some of its numerous columns of granite and marble. Over the great entrance are *monumental statues of Charles I. of Anjou; of Charles Martel, King of Hungary; of Andrew, King of Hungary*, and the tomb of *Pope Innocent II.*, who died

here in 1254. The Basilica of *SANTA RESTITUTA* is entered by a door opening out of the l. aisle; it may be as old as the 4th or 5th cent., and retains its original plan and some of its mosaic decorations, though it is much disfigured in details. Opposite this basilica is the chapel of *SAN GENNARO* (1608), where is preserved a finger of the saint; the 2 phials containing his blood are kept in the treasury; the periodical liquefaction of this is a well-known and favourite miracle with the Neapolitans. This day may be finished by a visit to the *Palazzo Reale di Capodimonte*, a vast building, a favourite retreat of the Bourbon dynasty, commanding an extensive view of the city. It contains an interesting armoury, and the grounds are about 3 m. in circumference, and beautifully laid out.

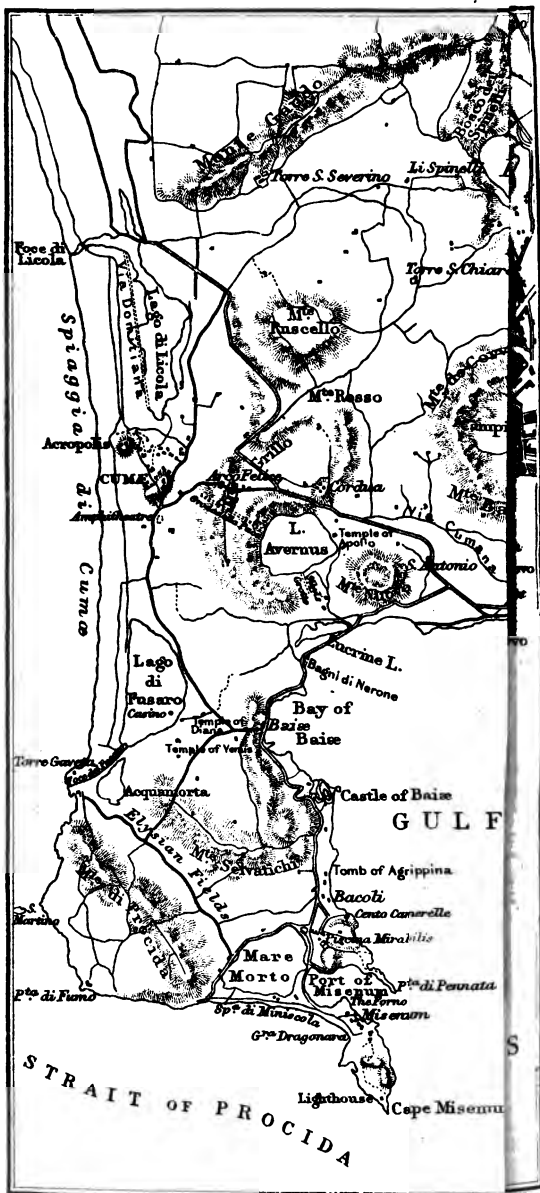
The *Aquarium* ought by all means to be visited, it is the very best institution of its kind; the fish fauna of the Mediterranean is well represented, but it is especially rich in the lower marine organisms. Admission 2 frs.

The *fifth day* may be occupied with a visit to *Herculaneum* and *Vesuvius*. The charge for a carriage to the observatory and for mounting thence in the rly. is 25 frs. for each person. There is a restaurant at the station. The traveller can stop at Resina to visit the excavations of *Herculaneum*. Entrance 2 fr., including guide. Sundays free.

The ancient city is covered with a layer of ashes and lava from 80 to 100 ft. in thickness. In 1750 a long narrow passage was cut through the solid rock, and this is still the only means of descending to the ruins beneath. The attractions of *Herculaneum* are not to be compared with those of *Pompeii*.

Vesuvius rises in the plains of the Campagna to a height of about 4000 ft. It first began to show signs of activity in the 63rd year of our era; the most memorable eruption is that of the 24th Aug. '79, which destroyed *Pompeii* and *Herculaneum*, and caused the death of Pliny the naturalist, and which had Pliny the younger for its





historian. Nearly 60 other eruptions are recorded from that time to the present, the last serious one of which was in 1872. The rly. to the summit has now been successfully accomplished.

Two hours' drive from Naples takes the traveller to the mountain observatory. Thence an excellent road, nearly 2 m. long, has been made by the rly. company to the station. The rly. from this is 860 metres long, mounting on an incline of 70°. Only one carriage, containing 10 persons, mounts at a time, drawn up by a steel rope, and as the ascending carriage starts, another, counterbalancing it, descends. They are so constructed that, rising or descending, the traveller sits on a level plane. From the upper terminus a winding path has been cut, so that the summit is reached without fatigue, and after a few moments' clamber the traveller can look down into the fiery mass below. The ascent only occupies 8 minutes, instead of an hour and a half, as formerly was the case.

EXCURSIONS IN THE NEIGHBOURHOOD OF NAPLES.

The traveller who has more time at his disposal may make one or more of the following excursions; we cannot do more than indicate them, and refer him for details to the local handbooks.

a. To Castellamare, Sorrento and Capri. This may be done by rly. to Castellamare, 17 m.; thence drive to Sorrento, probably the most beautiful drive in Europe. There are daily steamers from Sorrento to Naples. In summer small steamers start from Sta. Lucia stairs, at Naples, to Sorrento and Capri.

There is a considerable British trade at Castellamare, especially in oranges and lemons. It is one of the largest centres for the manufacture of macaroni.

b. To Salerno and Paestum. Salerno can be reached from Naples by rail in 2½ hrs., distance 34 m. This is a convenient place from which to make an excursion to the ruins of

Paestum, distance 26 m., a drive of 4 hrs., or they may be visited by boat, or, most conveniently of all, from a passing yacht, which can lie off in 7 fms. water within a mile of the shore. The ancient walls are still traceable throughout their entire circumference. Excepting those of Athens, no more magnificent group of temples exists. They are 3 in number, the finest, that of Neptune, is built in the purest style of Doric architecture. A little to the S. is the so-called Basilica, apparently more modern and certainly less majestic, and to the N. of these the smallest of the three, the Temple of Ceres. They are not alluded to by any ancient writer. This city, the ancient *Pœcidentia* (City of Neptune) was founded by Greeks from Sybaris about 600 years B.C. It was deserted on account of its extreme insalubrity, a character which the site maintains to the present day. At one time it was a favourite haunt of banditti, but these have quite disappeared, and the ruins are carefully guarded by soldiers.

c. To the islands of Procida and Ischia, a steamer starts daily from Naples at 1½ P.M., returning next morning at 5½ A.M. Return fare 6 frs. Time 3 hrs. each way.

The islands of Procida and Ischia, with the islet of Vivara between them, are of volcanic origin. The first and last will hardly repay a visit, but Ischia (anc. *Pitheculia*) is a very favourite summer resort of the Neapolitans on account of the coolness of its climate, the beauty of the landscape, its rich vegetation, and abundant fruit, and the thermal springs, which are greatly esteemed in rheumatic affections. Its highest point is EPOMEA (2600 feet).

The steamer first touches at PROCIDA, and thence proceeds to the TOWN OF ISCHIA, dominated by an apparently inaccessible rock, crowned by an old castle now used as a convict establishment. The traveller who only intends spending the night on the island is recommended to land here and drive to Cassamicciola (boat 20 cents., carriage 4 frs.), he will thus cross the lava

stream of 1802, which is not yet covered with vegetation.

CASSAMICCOLA is a charming residence even for a considerable period. It has several excellent inns, of which the *Hotel des Etrangers*, kept by an English landlady, and *La Gran Sentinelle* are the best. They are distant about 20 minutes' walk from the landing-place.

On the 4th of March, 1881, the older part of the town was destroyed by an earthquake which lasted 7 seconds; about 300 houses were thrown down, 119 persons lost their lives, and nearly as many more sustained serious injuries; even now (1882) the aspect of the place is one of the most deplorable desolation.

99. VOYAGE FROM NAPLES TO GENOA, AND ON TO THE FRENCH FRONTIER.

a. The next port after leaving Naples is Civitavecchia.*

Inns: *Hotel Orlando*, near the landing-place; *Hotel d'Europe*.

Means of Communication.—*Italian Company*. A steamer touches here every Wednesday at noon, going to Cagliari, and every Tuesday 5 P.M. going to Genoa. There are also daily steamers to Terranova in Sardinia. This is not a coaling station.

Although Civitavecchia was the principal seaport in the Papal States, whilst they existed, it never was a place of commercial importance. Many travellers, however, land here on their way to Rome, from the numerous lines of steamers running between Marseilles, Naples, &c.

The port is formed by a curved mole, extending about 300 yards in a N.W. direction from Fort Angelo on the S., and by another on the N. side of the town, extending about 160 yds. towards the S.W. Fronting the entrance between these moles is a breakwater, 350 yds. in length. There is a darsena or basin, about 5 acres in extent, within the fortifications on the N. side of the harbour. In south-westerly gales, which are common in winter, the sea breaks completely over

the breakwater, causing vessels to ride uneasily, and making the outer anchorage anything but safe.

There is a rly. direct to Rome, a distance of 80 kil. or 50 m.

There is nothing to detain the traveller here, but it is a convenient point from which to visit the cities of South-Western Etruria.

The next important harbour on the coast, sailing northwards, is

b. Leghorn* (Ital. *Livorno*). Pop. 97,096.

British Consul: Alex. Macbean, Esq.
Consul U.S.: W. J. Rice, Esq.

Inns: *H. du Nord*; *Anglo-Americano*; *H. Gran Bretagna*; *H. and Restaurant Giappone*.

Means of Communication.—By steamer of *Italian Company*, every Wednesday evening for Genoa, and every Wednesday at noon for Cagliari. Another line for Genoa every Saturday night and for Alexandria every Tuesday night.

Another line for Cagliari and Tunis every Friday 12 P.M., and for Genoa Saturday 9 P.M.

Another, touching at Civitavecchia and crossing to the E. coast of Sardinia every Sunday at 12 P.M.: by those of the *Valéry Company*, see *Bastia*.

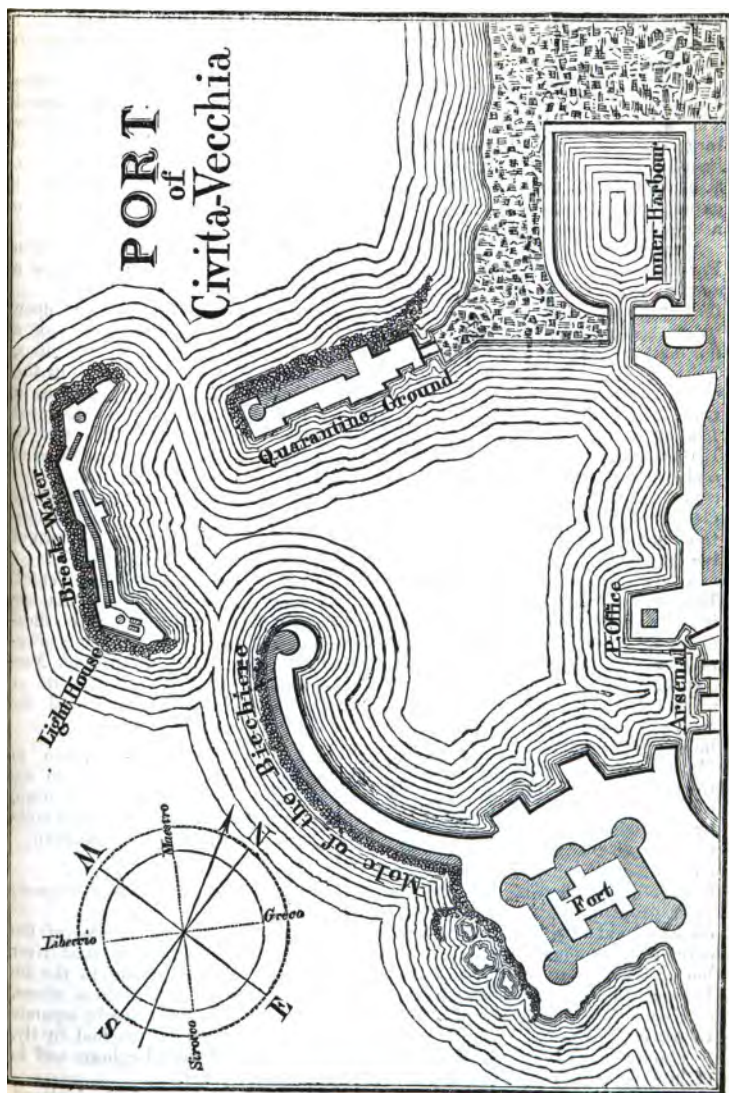
Railway communication with Pisa in 25 min.

The *English Church* is the oldest in Italy, and its register of births, marriages and deaths, dates from 3 Dec. 1707. The foundation of the present building was laid on the 28th June, 1838, the coronation day of H.M. the Queen. It was consecrated in 1844, under the dedication of "St. George the Martyr."

The old *British Cemetery* contains several interesting tombs; amongst others those of Smollett and of Francis Horner: it contains tombstones of the year 1594, and continued to be used till the 31st December, 1839, when, in consequence of the enlargement of the town, it was, as a sanitary measure, placed under interdict. It had been until of late years the burying-place of all our countrymen who died in

* Murray's Handbook to Central Italy.

* Murray's Handbook to Central Italy.



PLAN OF THE PORT OF CIVITA-VECCHIA.

Tuscany and Lucca, and indeed for many of those who died at Rome, there having been no other Protestant burying-ground in Italy before the present century.

As a seaport, Leghorn ranks after Marseilles, Genoa, Trieste and Smyrna. The accommodation for vessels of a large draught of water having become insufficient, a new harbour was built S. of the old one. It is of considerable extent, and is protected on the W. by a semicircular breakwater or jetty.

Leghorn owes its importance to Ferdinand I., who may be considered as the real founder of the city. The first stone of the new works was laid by Francesco I. in 1577, but they had not made much progress at his death. Most of the public buildings were erected by Ferdinand I., or about his time. A few years before (*i.e.* in 1551) the population amounted to 749. He invited inhabitants of every nation and creed,—Corsicans who were discontented with the government of Genoa; Italians of other states seeking to escape the tyranny of their respective governments; Roman Catholics who withdrew from persecution in England; and new Christians,—that is, forcibly converted Moors and Jews,—as well as Jews who adhered to their religion, then driven from Spain and Portugal by the cruelty of Philip II., animated and assisted by the Inquisition. But above all others, the inhabitants of Provence, and the traders of Marseilles, who were suffering from the war then wasting France, crowded to Leghorn. When, too, Philip III., by the edict of Valencia (22nd September, 1609), expelled the Moors from Spain, Cosimo II. invited over 3000 of the exiles, in the hope that their great agricultural skill and industry would fertilize the unwholesome *maremma*, or marsh-land, near Leghorn. They were, however, found to be such turbulent subjects that most of them were afterwards shipped off to Africa.

The town has been greatly enlarged of late years by levelling many of the fortifications, and including the suburbs within new lines. As might be ex-

pected from its history, Leghorn contains no monuments of especial interest. The façade of the Duomo was designed by Inigo Jones; the portico is quite modern.

The *Piazza di Carlo Alberto*, a large new square, has statues of the Grand Duke Ferdinand, and his successor Leopold II. On the side of the port is the statue of Ferdinand I. de Medici. At the corners of the pedestal are 4 Turkish slaves in bronze by *Pietro Tacca*.

The old Royal Palace has been ceded to the Province, and is now *Scuola Tecnica*.

The monastery of MONTE NERO, upon a hill near the city, is worthy of a visit. The hill is covered with villas and presents a pleasing object in the landscape. The monastery guards, in a richly-decorated temple, a celebrated picture of the Virgin, which is said to have sailed by itself from the island of Eubœa.

Coral ornaments are extensively manufactured here. The coral fishery is carried on by boats from Leghorn at La Calle and Tabarca (see p. 27).

The *Mineralbaths* "*della Puzzolente*," 2 m. outside the Porta Fiorentina, are sulphurous, and are said to be efficacious in rheumatic and cutaneous affections. Those at the foot of *Monte Nero* contain a large quantity of salts of magnesia, and are much used for drinking in the summer months.

A traveller will hardly care to visit Leghorn without going to see what is now indeed an inland town, but which at one time had direct communication with the Mediterranean.

c. Pisa. (Pop. 33,676.)

Inns.—*Vittoria*; *Gran Bretagne*; *Hotel d'Arno*.

It is built on both banks of the Arno at the junction of that river with the Serchio; owing to the increase of the Deltas of these rivers, they now flow into the sea by separate channels. It can be reached by rly. in half an hour from Leghorn and in 2 hrs. from Spezia.

The four principal objects of interest are close together: the Cathedral, the

Campo Santo, the Baptistery, and the Leaning Tower.

The Cathedral dates from the early part of the 12th cent. The exterior is most beautiful. The side aisles have a range of blind arches running all round, adorned with coloured marble, inlaid either in courses or patterns. Above this is a gallery representing the triforium, carried all round, and in the façades formed into an open gallery. A second open gallery represents the sloping roof of the aisles; a third the clerestory; a fourth the slopes of the great roof. The dome is of later design, and being oval in form is less pleasing.

Many of the columns in the interior were taken from Greek and Roman buildings. Within, the Cathedral contains a few good paintings and some magnificent carvings. The *Campado di Galileo* is a ponderous hanging lamp of bronze, and tradition says that it was from the oscillation of this that he discovered the isochronism of the pendulum.

The Baptistery is one of the best known specimens of circular buildings of this character in Italy. It is about the same date as the Cathedral. Internally it is about 100 ft. in diameter, the dome being 60 ft., and supported on 4 piers and 8 pillars. The central space is two stories in height, but as the dome is internally conical in form it is not particularly pleasing.

Externally, this is atoned for by considerable richness and beauty of detail. It had originally only one range of blind arcades, as in the Cathedral. A considerable quantity of pointed Gothic decoration was afterwards added, which, though somewhat incongruous, is elegant, and hides the original defects of the design.

It contains a large stone pulpit carved by Nicola Pisano in 1260. There is a curious echo within the building; if a sound be produced it is reverberated backwards and forwards for 15 seconds.

The Campanile or Leaning Tower is the typical example of a tower in the Italian style, with numerous tiers of superimposed arcades. The lower

story is a solid basement with 15 engaged columns; the six stories above this are each adorned with an open arcade, the whole is crowned by a smaller circular tower in which the bells are hung. The entire height is 183 ft., the mean diameter of the main portion is 52.

There is no doubt that it was originally intended to stand perpendicular, but before the commencement of the 5th story the foundations had given way, and attempts to readjust the work are traceable in the upper stories, but without success. It leans 11 ft. 2 in. out of the perpendicular. It is entirely built of white marble. The view from the summit is very fine.

The Campo Santo is certainly the most remarkable and beautiful cemetery in Italy, and it has given its name to every similar place of interment there.

It was founded in the 12th cent., but the present structure only dates from the 15th, when a prelate of the Abbey is said to have brought a large quantity of earth from Calvary. It is enclosed by a long quadrangle of arcades, the sides of which, opening on the burial-ground, are filled with open pointed windows containing delicate tracery. Below, there are a number of carved tombs and monuments of all ages. The walls are covered with frescoes by some of the older masters.

Amongst other interesting buildings are the HOSPITAL; MUSEUM OF NATURAL HISTORY and BOTANIC GARDEN; Chs. of S. STEFANO and S. SISTO; Chs. of S. CATERINA, S. FRANCESCO, S. MATTEO, and S. MICHELE; PONTE DI MEZZO; Chs. of S. SALVATORE, S. MARIA DELLA SPINA, and S. PAOLO; PONTE A MARE; Chs. of S. NICOLÒ and S. FREDIANO; UNIVERSITY; ACCADEMIA DELLE BELLE ARTI; LUNG' ARNO; PAL. LANFREDUCCI, AGOSTINI, and LANFRANCHI (now TOSCANELLI).

d. Spezia.* (Pop. 30,000.)

Inns: *Croce di Malta*; *H. Spezia*; *H. Nazionale*; *H. Italia*.

British Vice-Consul: John Greenham, Esq.

* Murray's Handbook to Northern Italy.

Church of England Service at the *Croce di Malta*.

Means of Communication.— Since the railway to Genoa was opened, steamers have ceased to run regularly.

No coal for mercantile or private steamers.

Spezia has a fine bathing establishment, and living is more moderate here than in most similar places in Italy. The climate is healthy, and the place offers many attractions, both as a winter and summer residence, especially now that the hills around have been opened out in every direction by good roads made for strategic purposes.

The country around is studded with villas imbedded in luxuriant vegetation. An ancient castle and a round Genoese citadel are conspicuous objects in the landscape.

The Gulf of Spezia, which was known to the ancients as the *Gulf of Luna*, is not less celebrated for its beauty than for its security. Napoleon contemplated making it his principal naval station in the Mediterranean.

The Italian Government has removed the naval arsenal from Genoa to this place. It has constructed extensive docks, building-slips, forts, &c., and a breakwater to bar the gulf to enemies' vessels. Two passages have been left open to permit the entrance and egress of ships in time of peace.

The beautiful scenery of the Gulf can best be seen by coasting along the shore in a boat. The road to the W. is far from good, but affords a beautiful drive as far as *Porto Venere*, 8 m. There are 8 coves on the W. side of the gulf: 1. *Marola*; 2. *Casa or Cà di Mare*, in the mouth of which rises the remarkable submarine fresh-water spring called *Polla*; 3. *Fezzano*; 4. *Panigaglia*, where Napoleon wished to make his dockyard; 5. *Delle Grazie*; 6. *Varignano*, the quarantine for Genoa; 7. *La Castagna*; 8. *Porto Venere* (Pop. 4500), one of the most picturesque places on the coast. The temple of Venus, from which it derived its name, occupied the position of the dilapidated Gothic Ch. of *San Pietro*. Another ch. worthy of notice is *S. Lorenzo*. The marble of the rock on

which *Porto Venere* stands, black with gold-coloured veins, is very beautiful.

Opposite to *Porto Venere* is the island of *Palmaria*, in which are quarries of the *Portoro marble*, much of which is used in the decoration of Versailles. S. of it are the smaller islets of *Tino* and *Tinotto*.

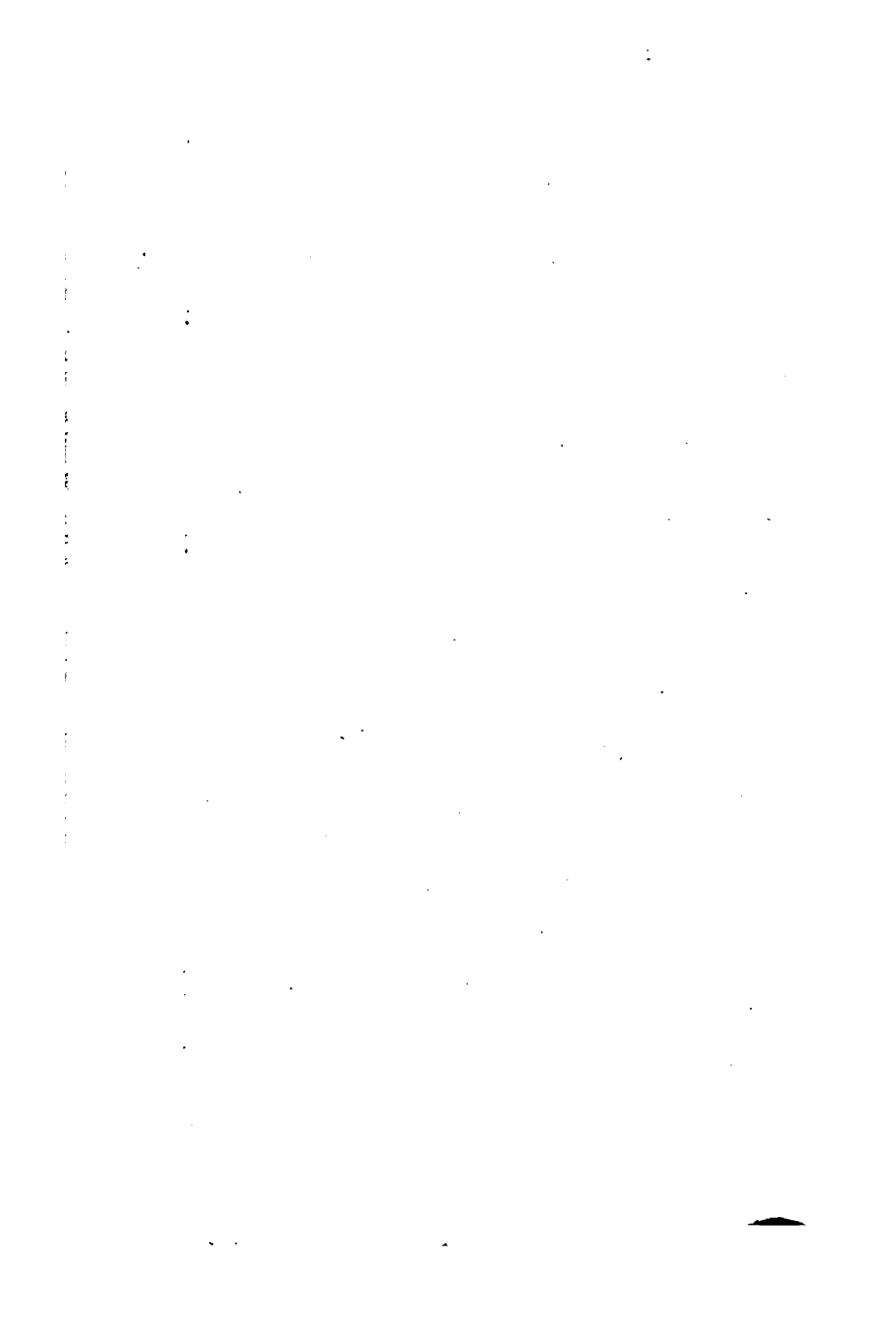
On the E. side of the gulf is *Lerici*, a busy little town, near which are extensive lead-works belonging to an English company, the ore being brought from Sardinia. The villa *Casa Magni*, between Lerici and San Terenz, was the residence of Shelley the poet, in 1822. His boat was upset in a squall between Leghorn and this, and his body was cast ashore near Viareggio.

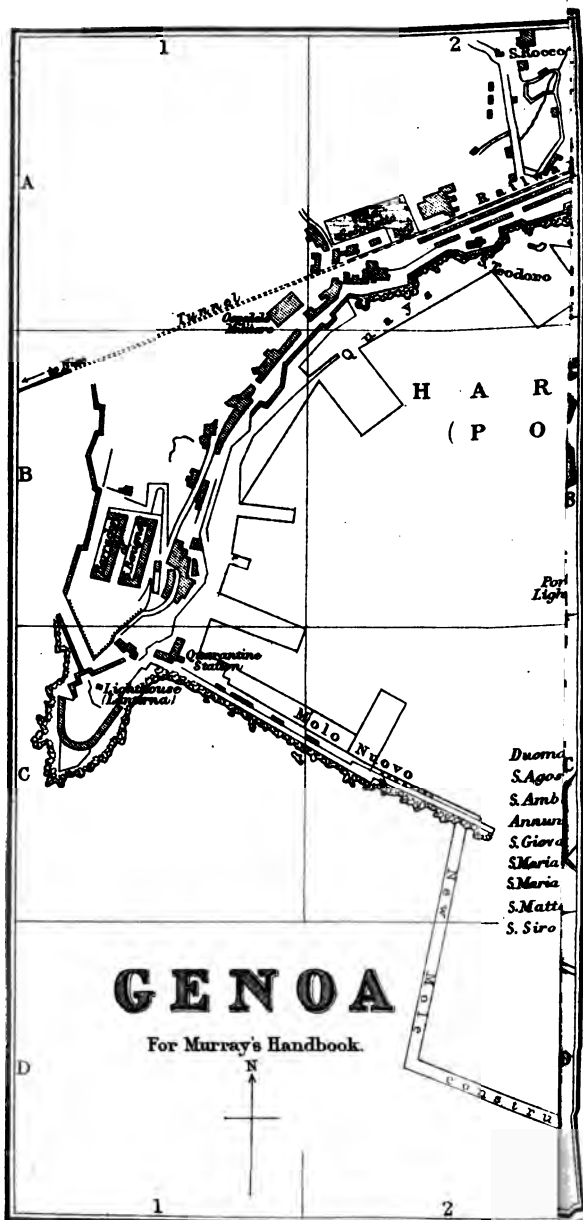
The extreme S.E. point of the Gulf is *Punta Bianca*, so called from the whiteness of its marble. The entrance to the Gulf is guarded by numerous strong forts and batteries.

[A most interesting excursion may be made to the far-famed marble quarries of *Carrara** by rly. On an average about 100,000 tons are exported from this place every year.]

After leaving Spezia the only place of great importance is Genoa. A yachtsman ought to know that on this coast the principal current is from E. to W., and that a mile or so from the shore it is often running a couple of knots an hour or even more, but there is little danger of being set on shore by it, as the coast is bold and clear. The prevailing wind is *sirocco*, or S.E., but when the *mistral* blows in the Gulf of Lyons, it often blows from the S.W. here. The dangerous winds are all off shore, and these are sometimes very dangerous, especially off *Capo Noli*, in the *Gulf of Voltri*, and off *Sestri Levante*, more particularly when there is snow on the hills. If the barometer gives indication of danger, one must on no account disregard it; but, even without the least warning, dangerous squalls frequently come down. The only harbour of refuge between Spezia and Genoa is *Portofino*. On entering

* Murray's Handbook for Central Italy.





Genoa, yachts should give the outer or eastern mole a wide berth, as the harbour extension works are in progress. The light on that mole-end is a red and white fixed, coupled one, and a the inner mole-end a white, half-minute flashing one. The Health Office on the Ponte Salumi, close to the mouth of the old arsenal. The best berth for yachts is immediately inside the inner or old eastern mole, or else lying at single anchor, which is permitted for a few days. People are now no longer forced to land at the regular piers, but may go on shore where they please, if they have no luggage. The best landing-place for yachts is just opposite the great Doria Palace at Piazza Principe, where one can drive down to the water's edge.

e. Genoa * (Pop. 168,000).

British Consul: Montagu Yeats Brown, Esq.

Vice-Consul: Edmund G. Reader,

Consul U.S.: John F. Hazelton, Esq.

Inns: Hotel de Gènes, Piazza Carlo Felice; H. Isotta, Via Roma; H. Italia, Via del Campo; H. Trombetta, P. Banchi; H. de France, P. Banchi.

English Ch. in the Via Goito, beyond the Aquasola Gardens; Chaplain, Rev. Ed. Bayly. The English Cemetery is near the barracks of San Benigno, above the slate-quarries. Scotch Ch. Via Peschiera; Rev. Donald Miller.

Means of Communication.

The dates and hours of sailing of the Italian Company's steamers are as follows:—

For Bombay, touching at Naples, Leghorn, Messina and Catania, on the 24th of every month, at 6 P.M.

For Alexandria, touching as above, every Monday, at 9 P.M.

For Cagliari and Tunis, touching at Leghorn, every Thursday, at 9 P.M.

For Cagliari, touching at Leghorn and Civitavecchia, every Monday, at 9 P.M.

For Cagliari, touching at Leghorn

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and many small ports in Sardinia, every Saturday, at 9 P.M.

For Porto Torres, touching at Leghorn only, on Wednesdays, at 9 P.M.

For Porto Torres, touching at Leghorn, Bastia and Maddalena, on Saturdays, at 9 P.M.

For Naples, touching at Leghorn only, every Thursday, at 9 P.M.

For Marseilles on Mondays, at 4 P.M. Valéry steamers also run (see Bastia): also Fraissinet & Co.'s steamers (see Marseilles).

Burns, MacIver & Co.'s steamers from Liverpool, start frequently, touching at most of the ports of Italy, both in the Mediterranean and the Adriatic, Sicily, the Piræus, Syra, Smyrna, Constantinople and the Black Sea.

Coal abundant; cost 31 to 33 frs. per ton.

Railways.—Western Rly. Stat. (Stazione di Piazza Principe), the terminus of the lines to Nice and Alessandria is in the Piazza dell' Acqua Verde; that of the E. or Spezia Stat. (Stazione di Piazza Brignole) is in the P. Brignole at the bottom of Via Serra; these are connected by a tunnel 2292 mètres.

For hours of departure, hire of cabs, boats, &c., consult local tables.

Protestant Hospital, Piazza San Bartolommeo, supported by voluntary contributions, and under the medical superintendence of Dr. Breiting (33, Via Mamoli). There are private rooms, where ladies and gentlemen can be received in case of severe illness, and have better nursing than they can expect in a hotel. This institution is well deserving of support.

Commerce.—The opening out of the rlys. to Turin and Milan is tending to make Genoa one of the first commercial cities in the Mediterranean. It is the chief outlet for the manufactures of Switzerland, Lombardy and Piedmont. About 1700 sailing-vessels and 800 steamers enter the harbour annually from foreign ports, while the coasting-trade is represented by the entry of 5000 sailing-vessels and 1400 steamers.

Harbour.—The harbour is deep and protected by 2 moles, the ends of which are 595 yds. apart. The port is quite secure in all weather, but the swell is much felt with southerly winds. This defect will be remedied by forming an outer harbour by throwing out a mole from the headland E. of the town, a work estimated to cost 2½ millions sterling, towards which sum a munificent citizen, the late Duke of Galliera, has contributed £800,000. Near the land end of the western pier stands the *lanterna* (lighthouse), built in 1547; the tower rises out of the rock, to the height of 247 ft. above its base, or 385 ft. above the level of the sea. The lighthouse should be ascended for the extensive view which it commands. Close to the foot of the lighthouse is the quarantine establishment. On the N. side of the harbour is the *Darsena* (dockyard and arsenal), which was established in 1276; the first expense of the works being furnished by Tomaso Spinola, in that year. In 1861 the Italian Government made Spezia the principal naval depôt, and the activity which used to reign here has in consequence declined.

The *Porto Franco*, which is on the E. side of the harbour, is a collection of 355 bonded warehouses surrounded by high walls and with gates towards the sea and city; the most recent portions were built in 1642. The tradespeople are in the habit of keeping stores of goods here and of selling them in retail; of course the duty must be paid before they are allowed to leave. According to ancient regulations entrance is forbidden (without special permission) to the military, the priesthood and females. The *Porto Franco*, now more properly called the *Punto Franco*, is under the management of the Chamber of Commerce.

Close to it is the Custom-house (*Dogana*), and from this to the *Darsena*, along the quay of the port, extends the portico, constructed in 1839. Above it is a fine marble terrace, (*Terrazzo al mare*), on which is an agreeable walk, with a fine view of the harbour and the coast E. and W. It

is reached by a flight of steps at the end of the Terrace Colonnade.

The principal manufactures are silk, velvet, paper, soap, gold and silver ornaments, artificial flowers and coral ornaments.

The *climate* is healthy and the atmosphere usually clear, but it is not good for chest complaints. *Pegli* (p. 354), on the W., is more sheltered, and *Nervi*, on the E., is still more protected. At both places there are hotels and villas for the reception of winter visitors.

An ample supply of excellent water is brought to the city, partly by an aqueduct, 25 miles in length, constructed in the Middle Ages, which taps the Bisagno stream high up amongst the hills; and partly by an aqueduct from the Scrivia, on the N. side of the Apennines, through the rly. tunnel *dei Giori*.

Genoa is not an economical residence; house-rent is dear within the city, villas are to be had outside, but rents are high.

The Genoese are hard-working, sober, frugal, practical people; steady men of business who care little for amusement or excitement, and are content to divide their lives between their work and their families. They have a strong bias towards republicanism, but on the whole are well content to live under a constitutional monarchy, to which they are attached by reason rather than by feeling, and which gives them peace, order, and real self-government. Their dialect is almost unintelligible to a stranger.

Genoa is one of the most beautiful cities in Europe, and has well been named "*La Superba*." The streets are narrow, but they are lined with magnificent palaces. It has been surrounded at different times by three lines of fortifications, which were extended as the city grew. The two inner walls were built respectively in 1159 and 1357; it is not easy now to trace their course. The last circuit of fortifications was erected to protect the city against the present dynasty, when the Gallo-Sardinian army, under Carlo Emanuele, Duke of Savoy, threat-

ened the very existence of the Republic, and it was in a great measure executed by voluntary labour and contributions. Within these walls Masséna sustained the famous siege of 1800. The city was invested on the land side by the Austrian troops, while the British fleet, under Lord Keith, blockaded the port. Masséna was at length starved out, after suffering immense loss from famine and disease.

An interesting excursion may be made by the pedestrian round the fortifications, following the road on the inner side from the S. Benigno barracks to the Porta Chiappe, during which he will enjoy some fine views of the town and harbour. Rough but sure-footed ponies may be hired for this excursion. A general view may be obtained of the principal palaces and objects of interest, and an idea formed of their architecture, by driving from the P. Carlo Felice through the street of that name, P. Fontane Morose, Via Nuova, Via Nuovissima, P. della Nunziata and Via Balbi, past the rly. station and the Doria Palace, to the Porta della Lanterna.

Genoa is very up and down. Many parts of the city are inaccessible by wheeled carriages: nor are the smaller *vicoli* convenient for foot-passengers. In the older parts of the town the houses have an appearance of antique solidity, whilst those in the more modern streets are distinguished for their magnitude and fine architecture.

A Walk through Genoa.

Persons pressed for time, and wishing to see the city expeditiously, are recommended to take the following round. Starting from the port, where most of the hotels are, turn up past the Bourse to the *Via degli Orefici*, where the goldsmiths have their shops. Thence by *Piazza Campetto*, in and near which are the best shops for velvet, to the Cathedral. Afterwards to the *Piazza Nuova*, where the Palazzo Ducale and the Ch. of Sant Ambrogio stand. Close at hand is the *Piazza Defferari* (or Carlo Felice), where will be seen the *Accademia delle*

Belle Arti, Public Library, and *Carlo Felice Theatre*. The *Via Giulia* strikes out of this square to the E., and at the other end of it is the Ch. of San Stefano, near the *Porta d'Arco*.

From this ch., which stands high on the wall, a beautiful walk or drive leads *southward* along the wall to the Strega and La Cava batteries above the sea, and to the Ch. of S. Maria di Carignano, with a fine view from the cupola.

If time cannot be spared to visit Carignano, take the road *northwards* from San Stefano to the Acquasola Garden, and thence by the Salita di Santa Catarina, or by *Via Roma* and *Via Carlo Felice*, to the *Piazza delle Fontane Morose*. Here are the *Pallavicini Palace*, and other palaces. Enter next the *Via Nuova*, where are (1.) the *Gambara, Doria (Giorgio), Adorne, Serra, Brignole Sale (or Rosso) and Durazzo* palaces, and (rt.) the *Gambiaso, Parodi, Spinola (Ferdinando) Doria Tursi (or del Municipio) and Brignole* palaces.

Passing through the *Via Nuovissima*, with more handsome façades, the *Piazza dell' Annunziata* is reached, where stands the ch. of that name, at the entrance to the *Via Balbi*. In this street will be seen, (rt.) the *Durazzo della Scala Palace* and the *Palazzo dell' Università*, (l.) the *Balbi Palace*, and the *Palazzo Reale*, formerly *Durazzo*. At the W. end of the *Via Balbi* is the *Aqua Verde* square, with the monument to *Columbus*, and the *Nice, Turin and Milan Rly. Stat.* Not far off is the *Andrea Doria Palace*. Thence the *Via Carlo Alberto* leads back to near the Bourse, from which we started.

The traveller who intends to pass a day or two at Genoa ought to select for examination the following objects:—

Churches: the *Cathedral, S. Ambrogio, S. Maria di Carignano* and the *Annunziata*.

Palaces, remarkable either for their pictures, or their architecture, in the *Via Balbi*: *Pal. Reale, Pal. Balbi-Piovera, Pal. Durazzo della Scala*, and *Pal.*

dell' Università; in or near the Via Nuova: Pal. *Brignole-Sale*, Pal. *del Municipio* and Pal. *Spinola*; and the Pal. *del Principe Doria*, near the Western Rly. Stat.

Public Buildings: The *Borsa* or Bourse, Palazzo *Ducale* and *Accademia delle Belle Arti*.

Gardens: The *Acquasola* Garden and the *Villetta Dinagro*, in the city, and the *Villa Pallavicini* at Pegli, to be reached by rail or tramway. The *Scoglietto* Gardens, beyond the Principe Doria Palace, are also very pretty.

CHURCHES.

The Cathedral (*San Lorenzo*), constructed in the 12th cent. with much older materials, and consecrated in 1811 by Pope Gelasius, as a fresco in the neighbouring archbishop's palace testifies. Only one tower has been erected, and that at a later period. There are some very curious ancient fragments of sculpture encrusted in the walls, especially on the N. side. The nave was restored between 1807 and 1812. The Gothic porch is formed of alternate courses of black and white marble; above it is a gallery intended for the use of the Doge. Above the arches which separate the nave from the aisles is an entablature with a long inscription in Gothic characters, to the effect that Janus, great grandson of Noah, founded Genoa, and that another Janus from Troy settled here, and that the nave was restored in 1807. Above this rises a second tier of round arches, supported on marble columns; the upper part, being merely white-washed, contrasts badly with the richness of the lower part.

The richest portion of the ch. is the Chapel of St. John the Baptist, into which, in memory of Herodias' daughter, women were only permitted to enter once a year. The relics of the Saint are said to be contained in an iron-bound chest, which is seen through the apertures of the Byzantine marble covering. On the day of his nativity they are carried in procession, being placed in the *Cassone di San*

Giovanni, a richly carved silver-gilt shrine preserved in the treasury of the Cathedral. There also is kept the *Sacro Catino*, long supposed to be a single piece of emerald, and variously asserted to have been a gift from the Queen of Sheba to Solomon, or the dish which held the Paschal lamb at the Passover, or the vessel in which Joseph of Arimathea received the blood from his Redeemer's side. This precious vessel formed part of the spoils of the Genoese at Caesarea in 1101. It is brought three times a year out of the treasury and exposed to the veneration of the faithful. No stranger was allowed to touch it, or to test the material of which it was made, under the severest penalties. The dish is hexagonal, with some slight ornaments, which appear to have been finished with the tool, as in gem engraving. The colour is beautiful, the transparency perfect; but a few air-bubbles sufficiently disclose that it is made of glass. The *Catino* was sent to Paris; and when reclaimed was so carelessly packed that it broke by the way. The fragments have been united by a setting of gold filigree. The keys of the cabinet are kept by the municipal authorities, and a fee of about 5 fr. is expected by the officer who opens the door.

SANT' AGOSTINO, near the *Piazza d'Erbe*, now desecrated, is a good specimen of the Genoese Gothic of the 14th cent. The brick campanile contains curious green and white tiles on the pinnacles of the spire. *SANT' AMBROGIO or di Gesù*, *Piazza Nuova*, built by the Pallavicini family, is richly decorated with marbles and paintings.

L'ANNUNZIATA, rebuilt in 1537, with still unfinished façade, was decorated at the cost of the Lomellini family, once sovereigns of Tabara (see p. 29), with extraordinary splendour.

SAN DONATO, built on the site of a more ancient edifice, is near the *Piazza d'Erbe*; the pillars which support the round arches of the nave are from a Roman temple. The curious hexagonal campanile is a specimen of Roman decadence; it is black and white now, but it was originally of brick: it has

windows with elegant columns and arches.

SAN GIOVANNI DI PRE, now desecrated, near the dockyard, formerly the ch. of the Knights of St. John, built in the 12th cent. It has a *Commenda* attached, which was devoted, in the times of the Knights Hospitallers, 1st, to the entertainment of pilgrims on their way to Palestine, who could easily embark hence, and 2nd, to the use of the sick, when pilgrimages were out of fashion. The neighbouring *Commenda* of St. Antonio was used for the same purpose.

It was here that Urban VI. caused 5 cardinals, his opponents, taken at the siege of Lucera in 1386, to be executed; the sixth Cardinal, Adam of Hereford, is said to have been spared at the intercession of the English king. In making some excavations their skeletons were discovered. The crypt is divided off and used as warehouses.

The broad *Via di Ponte Carignano* leads over the noble viaduct built by the Saulis. It joins two hills, crossing the streets and houses below, and forms a delightfully cool promenade in summer.

SANTA MARIA DI CARIGNANO, finely situated on a hill to the E. of the city, was built in 1552, by the Sauli family. It is in the form of a Greek cross, with a lofty dome in the centre. Beneath the cupola are 4 colossal statues, 2 by Puget and 2 by Parodi, and amongst the pictures, all more or less remarkable, are one by *Guercino*, and another attributed to *Albert Dürer*. A magnificent view is obtained from the cupola (50 c. fee to custodian).

SANTA MARIA DI CASTELLO. Some parts of it date as far back as 1150. The interior consists of a nave separated from the aisles by 8 arches supported on ancient granite columns said to have come from the ruins of the cathedral of Luna; their capitals are all different, of white Carrara marble. Let into two of the arches spanning them are 2 Cufic inscriptions brought from the East. There are some good paintings of the Genoese school here, especially one by Ludovico Brea of Nice, the inaugurator of the Ligurian

[*Mediterranean.*]

school. The Grimaldi private chapel is interesting, and also a curious fresco in the cloister of the Madonna.

SAN MATTEO, near the Piazza Carlo Felice. This interesting little ch. was founded in 1125 by Martino Doria, and has always been under the patronage of that family. The front is a good specimen of Genoese-Gothic, formed by alternate courses of black and white marble, a style of construction confined to public buildings; but the 4 great families of Doria, Grimaldi, Spinola and Fieschi were permitted to employ it. Five of the white courses bear inscriptions relating to the achievements of the family. The pilasters at the extremities of the façade, and on each side of the entrance, support the shields of Genoa and of the Dorias. The interior was splendidly reconstructed at the expense of the great Andrea Doria. Over the high altar hangs the sword of Andrea Doria, sent to him by Paul III. in 1535, for services rendered to the Church.

In the crypt beneath is his tomb, adorned by Montorsoli, and in the adjoining cloister have been arranged sepulchral inscriptions of other members of the family, from the suppressed ch. of S. Domenico and others, and the mutilated statues of Andrea Doria and his great-nephew Gian Andrea, which were thrown from their pedestals before the Palazzo Ducale in the Revolution of 1793.

In the adjoining Piazza, entirely surrounded by palaces of the Doria family, are some curious specimens of domestic architecture—*three palaces* of the 15th cent. Over the door of that on the rt. hand as you face the ch. is an inscription stating that it was given to Andrea Doria by the Republic.

Here he lived, and in the small square on which it opens he assembled his fellow-citizens in 1528, to concert means for driving off the French, by whom Genoa was then besieged.

SAN SIRO, near the Strada Nuovissima. The most ancient Christian foundation in Genoa, and associated with important events in its history. It was the cathedral until 904, under the title of the *Basilica dei Dodoci*

Apostoli, but San Siro, or Cyrus, became its patron. In this ch. the assemblies of the people were held, and here, in 1339, Simone Bocanegra was created first Doge of Genoa. His election was the crisis of another revolution, by which the government was transferred from the nobles to the people. The campanile is the earliest part of the building.

SAN STEFANO DELLA PORTA D'ARCO, at the end of the Strada Giulia, dates from the 13th cent. On the black and white façade are inscriptions in honour of the da Passano family, who were Admirals of the kingdom of Portugal from 1317 to 1453. Over the altar is a painting of the Martyrdom of the Patron Saint, the design for which has been attributed to Raphael, but more probably the whole is by Giulio Romano. A small fee is asked for showing it.

SANT' ANDREA, near the old gateway of that name, contains a lovely cloister with double pillars, the capitals of which are covered with grotesque monsters. This ch. is now a prison. The old walls, which run here through the centre of the present town, date from the time of Frederic Barbarossa. It is just outside of this gateway that Christopher Columbus was born, and lower down, in the corner of a wall, is a curious bas-relief representing the Porto Pisano, by the capture of which Conrad Doria for ever broke the power of the rival republic in 1280.

PALACES AND PICTURE GALLERIES.

Genoa may be justly proud of her palaces. The usual disposition exhibits a large hall supported partly on columns leading to a court surrounded by arcades, the arches of which likewise rest on columns. Beyond is the great staircase rising on either hand, and farther still is frequently a small garden, shaded by orange-trees. It is invariably open to public view, and the long perspective of halls, courts, columns, arches and flights of steps, produces a magnificent effect, greatly enhanced by the splendour of the marble used in their construction.

There are internally fine apartments, but not in proportion to the magnificence of the entrances. Many of them contain pictures by Rubens and Vandyck, both of whom resided here, and the number of the portraits left by the latter borders on the incredible.

The more remarkable palaces, and those possessing accessible collections of paintings, are:—

PALAZZO ADORNO, No. 10, Via Nuova, designed by Alessio, belonged to one of the 4 eminent families of the Capellazzi, who, from 1339 to 1528, contested amongst themselves the government of the Republic.

There are some good frescoes, and a collection including pictures by *Rubens*, *Guido Reni*, and others.

THE ARCIVESCOVADO (*Archiepiscopal Palace*) contains some good frescoes by *L. Cambiaso*.

PALAZZO BALBI, Pióvera and Senarega, No. 4, Strada Balbi (*open daily 12 to 4, 1 fr.*). A fine palace, built in the early part of the 17th cent. The court is surrounded by 3 tiers of porticoes. The state suite of rooms is richly decorated, and gives a good idea of the dwellings of the wealthy Genoese aristocracy; the vaulted ceilings are ornamented and painted by native artists. The collection of pictures ranks third in importance in Genoa. It includes some remarkably fine pictures by *Titian*, *Ann. Caracci*, *Vandyke*, *Rubens*, *Tintoretto*, *Michael Angelo*, *Caravaggio*, &c.

PALAZZO DURAZZO (formerly BRIGNOLE), in the Piazza Brignole, with two colossal Terms at the portal. The vestibule is decorated with modern arabesques and frescoes.

PALAZZO BRIGNOLE SALE, also called the *Palazzo Rosso*, from the outside being painted red, is in the Strada Nuova, No. 18: its front is very extensive, and, were it not for its colour, the architecture would appear to advantage. A splendid suite of rooms on the second floor contains the most extensive collection of pictures in Genoa, and they may be seen any day between 11 and 4, free. Hand-catalogues in French and English are to be found in each room.

The Duchess of Galliera, daughter of the late Marquis Brignole Sale, with the consent of her husband, and her sister, the Duchess Melzi d' Eril, munificently presented this palace to the city in 1874, with its gallery, library, and other contents, together with revenue sufficient to keep it up.

PALAZZO CAMBIASO, with 2 façades in the Strada Nuova and Piazza Fontane Morose, an excellent specimen of palatial architecture.

P. CARRERA, or *Cataldi*, Strada Nuova, with a handsome staircase.

P. CATTANEO, near the ch. of San Giorgio, now let as offices, has some portraits by Vandyke in a neglected state; at another *P. Cattaneo*, the family residence, near the Annunziata ch., there are 7 or 8 portraits of this master in a better condition.

PALAZZO DORIA TURSI, or *Del Municipio*, Strada Nuova, No. 9 (now occupied by the Municipality of Genoa), built for Nicolo Grimaldi, from whom it passed to one of the Dorias, created Duke of Tursi. The façade is grand, and is flanked by terraces with open arcades, upon which rest gardens. On the first floor, in the ante-room of the hall where the town council assembles, is a bust of Columbus, and a box containing some interesting MSS. of that great navigator.

In another room are some good pictures of the Dutch school, formerly in the Ducal Palace, also Paganini's portrait and violin, attributed to *Stradivarius*, and a piece of Byzantine embroidery, representing the Martyrdom of St. Lawrence, a gift of the Greek Emperor Paleologus: as they are in the apartments of the Mayor (*Sindaco*), they can only be seen when he has left his office.

Here is kept one of the most remarkable monuments of the history of Genoa—a *bronze tablet*, containing the award made A.U.C. 633, by Quintus Marcus Minutius and Q. F. Rufus, between the *Genuesens* and the *Vituri*, supposed to be the inhabitants of Langasco and Voltaggio, in the upper valley of the Polcevera, who had been disputing about the extent of their

respective territories, and had appealed to the Senate from the local authorities. This boundary question was carefully investigated: the landmarks are set out with minuteness, and clauses are inserted respecting rights of common and commutation rents. The tablet was discovered in 1505 by a peasant near Pedemonte, 6 m. from Genoa. He brought it to Genoa for the purpose of selling it as old metal; but the Senate purchased it for the Commonwealth.

PALAZZO, or VILLA DORIA, called also *P. del Principe*, situated beyond the Piazza Acqua Verde and the rly. stat. The gardens, which extend to the sea, form a fine feature in the panorama of the port of Genoa, but will soon be destroyed to make room for the harbour improvements. This pile was given to the great Andrea Doria, in 1522, and rebuilt by him. The stately feelings of this Doria, who is emphatically called "*Il Principe*" (for that title of dignity had been granted to him by Charles V.), are expressed in the inscription which is engraved on the exterior of the edifice: "*Divino munere, Andreas D'Oria Cevæ F.S.R. Ecclesiæ Caroli Imperatoris Catholicæ maximi et invictissimi Francisci primi Francorum Regis et Patriæ classis triremium IIII. præfectus ut maximo labore jam fesso corpore honesto otio quiesceret, sedes sibi et successoribus instauravit. M.D.XXXVIII.*"

In the gallery that leads to the terraced garden are the portraits of Andrea Doria and his family in semi-heroic costume. Beyond is the garden where are walks of cypress and orange, fountains, statues and vases. The fountain in the centre, by Montorsoli, represents Andrea Doria in the character of Neptune; it is to be moved to the Acquisola Gardens. Opposite the palace, on the street front, is the monument raised by Gian Andrea Doria to "*Il Gran' Roldano*," a dog which he had for 15 yrs., as an inscription states. Also a grotto built by Alessio, in its time much admired, now almost a ruin. The successive employments held by Doria

enabled him to acquire great wealth, with which he kept a fleet of 22 galleys, a force with which he turned the scale against the French, and accomplished the deliverance of Genoa, 11 Sep. 1528. It was under Doria's influence and counsel that the form of government was established in Genoa which lasted till the French Revolution. He was offered the Ducal authority for life, and no doubt might have acquired absolute sovereignty. The Dorias are still numerous at Genoa, but this branch, since its alliance with the family of Pamphili, resides at Rome.

PALAZZO DUCALE, Piazza Nuova, formerly the residence of the Doges of the Republic, who held office for 2 yrs., now occupied by departments of the public administration, as well as the telegraph office. The central part of the façade is handsome, and is ornamented with columns and statues of Genoese worthies. The vestibule is supported by 80 columns of white marble: a fine staircase leads on the right hand to the apartments of the governor, and on the left to the hall of the Senate. The latter is decorated with pictures, not of a high order, representing subjects connected with the history of Genoa, and statues of its illustrious men.

These latter were destroyed by the republicans of 1797, and on the occasion of the fête given to Napoleon as the restorer of the liberties of Italy, their places were supplied; by statues of straw and wicker-work coated with plaster, which still remain.

PALAZZO DURAZZO DELLA SCALA, 1, Via Balbi, one of the finest of Genoese palaces. It was erected in the 17th cent. for the Balbis. The beautiful court is surrounded by a Doric colonnade of white marble, from a corner of which opens the flight of stairs which has rendered it so celebrated. It is rich, but confused in the details.

The great dungeon tower is the only part of the old building which now remains, the ancient palace having been destroyed by fire a century ago.

This, with the *Torre degli Embriaci* and the *Torre dei Biscamigli*, are good

specimens of the towers of which Genoa was once so full.

It contains many pictures by the best masters, and two silver vases, attributed to Benvenuto Cellini.

PALAZZO IMPERIALE, in the Piazza del Campetto, much decayed; but the ceiling of its portico is adorned with painted arabesques, which have been much admired. Over the door is the inscription "Vincentius Imperialis, Mich. Fil. 1560."

PALAZZO LERARIO, or *Parodi*, 3, Via Nuova. A striking façade, opening into a handsome cortile.

PALAZZO NEGRONI, a wide-spreading and noble front, in the Piazza Fontane Morose. There are some good pictures here.

PALAZZO PALLAVICINI, in the Strada Carlo Felice, No. 12. The name of Pallavicini, one of the most ancient in Genoa, has by some been derived from *Pela vicino*, or "strip my neighbour," but without any foundation, the appellation being derived from the district of the same name, the *Stato Pallavicino*, situated near the Po,

"Sir Horatio Palvasene,
Who robbed the Pope to pay the Queen,"

was receiver and banker of the court of Rome during the reign of Mary; and having a good balance in his hands at the accession of Elizabeth, could not then reconcile himself to the iniquity of letting so much money go out of the country to be employed against his new sovereign. He built Babraham in Cambridgeshire, and became afterwards allied by marriage with the Cromwells. The palace contains a fine staircase. The collection of pictures formerly here is dispersed amongst co-heiresses, the larger part being removed to the Durazzo della Scala palace.

There is another large **PALAZZO PALLAVICINI**, with paintings on the façade, in the Piazza Fontane Morose.

PALAZZO REALE, 10, Via Balbi (*open daily*), formerly belonging to the Durazzo family, was purchased by the King of Sardinia in 1815, and splendidly fitted up by Charles Albert in 1842, as a royal residence. It is the

largest palace in Genoa, and contains many pictures of no great merit.

PALAZZO SERRA, Strada Nuova, No. 12, by Alessio. A green house, with large Terms at the door. The saloon is particularly rich, and the gilding is said to have cost a million of francs.

PALAZZO SPINOLA, Piazza Pellicceria, contains pictures by Guido, Domenichino, Ann. Caracci and others.

PALAZZO SPINOLA, formerly *P. Grimaldi*, Strada Nuova, No. 5, a large and fine building, with some good pictures by Vandyck and others.

PALAZZO SPINOLA DEI MARMI, Piazza delle Fontane Morose, an edifice of the 15th cent., built of alternate courses of white and black marble; in front are 5 niches containing statues of members of the family, with inscriptions in Gothic characters beneath. There is a fourth Spinola Palace, now purchased by the Province of Genoa.

PALAZZO DELL' UNIVERSITÀ, Via Balbi No. 5, erected at the expense of the Balbi family for the use of the Jesuits, who held it until their expulsion in 1773. The vestibule and the noble cortile are amongst the finest specimens of the kind. Two huge lions flank the staircase. The halls are decorated with frescoes in honour of the Jesuits by Genoese painters, and with oil-pictures. There are also some fine bronze statues and bas-reliefs, a Museum of Natural History, a library of 70,000 volumes, and a collection of ancient Genoese coins.

PUBLIC BUILDINGS.

The **ACCADEMIA LIGUSTICA DELLE BELLE ARTI**, forming one of the sides of the Piazza di Carlo Felice, was founded by the Doria family. The building contains numerous schools in the different departments of art, resorted to by a large body of pupils. Attached to the schools of painting is a collection of pictures, mostly by artists of the Genoese school, and a series of casts from antique sculpture. The public library contains about 50,000 vols.

In the **LAND ARSENAL**, near the Piazza Acquaverde, are many curious

objects, formerly deposited in the Ducal Palace: a rostrum of an ancient galley, found in the port; a cannon of wood, bound round with iron, said to have been employed by the Venetians in the defence of Chioggia, when attacked by the Genoese fleet; a good store of halberds, partizans, and other weapons, many of unusual forms.

The **LOGGIA DE' BANCHI**, or *Borsa* (in the Piazza de' Banchi), is an interesting monument of the ancient commercial splendour of Genoa. It consists of a large hall, the sides of which are supported by arches, now glazed in, built by Galeazzo Alessi (1570-1596). It is now used as the Bourse or Exchange. The fine marble sitting statue of Count Cavour is by the Swiss sculptor Vela.

THE **COMPERA**, or *Banco di San Giorgio*, near the harbour, of which the hall is now degraded into a custom-house, was the most ancient trading and banking establishment in Europe. The Colonies of Kaffa in the Crimea, several ports of Asia Minor, and Corsica, were each for a few years under its administration, and were ruined by its exactions. It was founded in 1408, to collect together into one all the many enterprises of the Republic, of which the expedition against the Grimaldi at Monaco was one. Genoa, not having the means of meeting the expenses of resisting them, negotiated a loan, which was *funded*, that is to say, the revenues of the State were permanently pledged for the repayment. With the money so raised the Republic fitted out a fleet, and compelled the insurgents to abandon their position. The bank was managed with great ability and integrity, and most of the charitable and public institutions had their funds placed there at interest. The French passed the sponge over the accounts, and ruined the bank and its creditors.

All round are statues of the nobles and citizens whose munificence is here commemorated. They are in two ranges, the upper standing and the lower sitting, all larger than life, making this one of the finest monumental halls that can be imagined.

THEATRES.—The Teatro Carlo Felice ranks third in size in Italy. The others are the Teatro Paganini; the T. Doria; T. Politeama; T. Sant' Agostino; the T. Colombo, and the T. Apollo.

CHARITABLE INSTITUTIONS.—The great *Albergo dei Poveri* is to the N. of the city, near the P. della Nunziata. It was founded in 1564, by Emanuel Brignole, and unites the care of the poor within its walls to the administration of many charitable endowments, for their benefit. It is a stately palace, capable of containing 2200 persons. The chapel contains a good Christ, attributed to Michael Angaello.

The *Ospedale di Pammatone* stands on the W. side of the public promenade of the Acquasola. It was originally a private foundation by Bartolomeo del Bosco, a Doctor of Laws, 1430, and was built from the designs of Andrea Orsolini. It is a large building, and contains statues of benefactors of the establishment. It has within its walls, on an average, 1000 patients and 3000 foundlings, and is open for the sick of all nations. In the square in front of the hospital is a clever statue of Balilla, the lad who headed the popular rising which drove the Austrians out of Genoa in 1746; and, hard by, a slab of marble let into the street pavement marks the spot where he began the fray, by hurling a stone against the Austrian artillerymen. The Institution for the Deaf and Dumb (*Sordi Muti*), founded by Ottavio Asarotti, a poor monk, in 1801, is celebrated in Italy.

The hospital for the insane, or *Manicomio*, situated near the Porta Pila, is an extensive building of modern erection, containing 700 patients.

In and about Genoa there are as many as 15 institutions styled *Conservatorii*. They are all intended for females, and regulated according to the monastic system, though the inmates do not take vows. Some are houses of refuge for the unmarried; some penitentiaries for those who wish to abandon their evil courses; some are schools for the higher branches of education; some asylums for girls who

are either orphans or the children of parents unable to maintain them.

The *Campo Santo* (Public Cemetery) at Staglieno, about 1½ m. outside the Porta Romana, in the valley of the Bisagno, and on the declivity of a hill, consists of a grand cloister with terrace and galleries, in which are arranged the vaults and monuments of the wealthy classes. In some cases a vault costs 1500 lire. The monuments are very numerous and in a creditable style of art. Only the poor are buried in the ground; the corpses of the wealthier classes are deposited in receptacles arranged in galleries. In the centre is a fine circular chapel. The dome is supported by 16 Doric columns of dark Corsican marble on each side.

About 7½ m. to the W. of Genoa is Pegli.

Inns: *Grand Hotel*; *H. Gargini*, near the sea; *H. d'Angleterre*, near the rly. stat. and the gates of the Villa Pallavicini.

A few years ago this was an obscure fishing village; now it has become one of the most fashionable seaside places in the Gulf of Genoa. It is likely to increase in popularity, from the fact that the Crown Princess of Germany (Princess Royal of England), with her children, selected it as their residence during the winter of 1879–80. The environs are very beautiful, all the well-known headlands, bays, towns and villas on the *Riviera di Ponente*, being within easy reach by boat, railway, and road.

Close to it is the *Villa Pallavicini*, the gardens of which are very fine, and contain many fine tropical plants. A curious feature is the immense grotto excavated in the hill behind the house, and lined with large heavy stalactites and stalagmites, so skillfully fixed that they cannot be detected as artificial. Part of the cavern is filled with water, navigated by a boat. There are many other objects of interest in the grounds. The excursion may be made by rail from Genoa, but it is better to go by tramway, which puts one down at the gate: the drive in a carriage is disagreeable, as the road is much cut up by the tram-rails,

Changing our course now to the S.W., we come to
f. Savona. (Pop. 27,000.)

Inns: *H. Suisse*; *H. di Roma*.

An *English Vice-Consul* resides here. Vessels can coal, but facilities are not great; cost 32 to 34 frs. per ton.

The Harbour is a narrow inlet open to the N.E., protected by 2 moles, forming a perfectly sheltered basin, with a depth of 22½ ft. of water. It was destroyed by the Genoese in 1528 by sinking hulks filled with stones; it has now been cleaned and repaired, and is thoroughly safe for vessels of a moderate size. A new and large basin (darsena) is in course of construction (1882), and when finished, vessels of almost any size will be able to land and discharge here; the trade has greatly increased during the last few years. In 1880 no less than 181 British steamers and 11 sailing vessels entered, and 280,000 tons of coal were imported. Excepting Genoa, it is the largest coal-importing harbour in Italy.

Savona is a city of high antiquity, and is now the third in point of importance in the Riviera, Genoa being the first, and Nice the second. It was at one time celebrated for its pottery. Old Savona ware was sometimes very fine, but nothing better than the commonest kind is manufactured there now.

The Cathedral was built in 1604 on the site of an older and more curious structure, which had been enriched by Pope Julius II., who was born at Albisola, close by, and who was bishop of this see when elevated to the papal dignity. It contains some good paintings.

The best thing in Savona is the beautiful Renaissance tomb in the *Capella Sistina*, a ch. next door to the Duomo, erected by Sixtus IV. to the memory of his humble parents. Cardinal Giuliano, his nephew, afterwards Pope Julius II., who was bishop of the see, probably looked after its construction, which was carried out by artists from Como.

Chiabrera, a poet of the 17th cent., was born here, and the place is full of

reminiscences of him. Wordsworth translated some of his pieces.

One of the towers of the port is decorated with a colossal statue of the Virgin. The sanctuary of *Nostra Signora di Misericordia*, about 5 m. distant, among the mountains, is a celebrated place of pilgrimage, and well worthy of a visit. Pope Pius VII. presented a crown of silver studded with gems to the statue of the Virgin in the ch. He had been kept a prisoner at Savona by Napoleon I., and his desk was broken open to steal from it the Ring of the Fisherman.

Wordsworth wrote: "There is not a bay along this beautiful coast that might not raise in the traveller the wish to take up his abode there; each, as it succeeds, seems more inviting than the other; but the desolated convent on the cliff in the bay of Savona struck my fancy most." There is a rly. direct to Turin, passing through beautiful scenery.

g. At Oneglia there is a small harbour to the E. of the Impero river, formed by two short moles running out in a S.W. and S.S.E. direction; the anchorage is good, but it is exposed to winds from the southward. The town is celebrated as the birthplace of Andrea Doria (1648). It has 2 hotels, both indifferent. It is an uninteresting place, with gloomy modern arcades. Some villas can be hired for the winter, but the place is exposed to cold winds from the mountains, and the environs, for the Riviera, are comparatively uninteresting.

h. On the opposite side of the bay is Porto Maurizio. Its harbour also is formed by 2 short moles; the western one projecting to the S.E., and the eastern or inner one to the S. It is only available for vessels drawing less than 13 ft. of water, but in favourable weather vessels can anchor in from 5 to 7 fms. ½ m. from the shore.

The town stands on a promontory projecting boldly into the sea, overlooking its tranquil little port. The upper part is very dirty and strikingly picturesque. The Cathedral is handsome from its size, but is quite out of character with the rest of the town,

i. **San Remo.** (Pop. 18,000.)

Inns: On the East, *H. Victoria*; *H. Nice*; *H. Méditerranée*; *H. d'Angleterre*; *Pension Lindenhoff*, very good. In town, *H. Beau-séjour*; *H. de la Paix*, at the station; *H. de San Remo*; *H. du Midi*; *H. Suisse*. On the west, *H. Bellevue*; *H. West End*; *H. Royal*; *H. Paradis*; *H. Palmeiri*; *H. des Anglais*; *H. Pavillon*; *Pension Tatlock*.

Hardly possible to coal here.

British Vice-Consul: Walter Congreve, Esq.

English Chaplain: Rev. G. L. Fenton.

San Remo is a favourite winter residence for invalids. It is less exposed to the cutting winds so inconvenient at Nice, and it has a freer circulation of air than at Mentone. In addition to the hotels, there are numerous villas overlooking the sea.

It is a flourishing and thoroughly Italian town, situated on an olive-covered declivity descending to the sea-shore. Except the main road at the bottom of the town, the streets are narrow, tortuous and steep, but wonderfully picturesque, and probably afford a better subject for the painter than any other on the Riviera. Lemon and orange-trees grow in great abundance, and some date-palms, though the fruit does not ripen.

Several new carriage roads have lately been made, others are in course of construction (1882); there is a fine promenade and public garden, where a band plays three times a week; a theatre; a good and well supplied vegetable and fish market; and a bathing station in summer.

[*Excursions in the Vicinity.*—Ch. of *La Madonna della Guardia*, on *Capo Verde*, from which there is a magnificent view. By carriage to *Certiana*. It is well worth while to return to S. Remo on foot, across the hills. Leave the town by a street and mule-path leading up the hill. At the back, through beautiful woods towards the pilgrimage chapel of *San Giovanni Battista*. On sighting the chapel, which stands on an open down, bear rather to the l., and the path leading down to San Remo will be found without much difficulty.

SAN ROMOLO, a picturesque spot with very fine trees, but, as the road to it is long and uninteresting, it is hardly worth visiting in winter, unless on the way to the top of *Monte Bignone* (4300 ft.), the ascent to which must be made on foot or on donkeys.

k. *Bordighera*. *Grand Hotel*; *H. d'Angleterre*. A very picturesque little town, celebrated for its date-palms. Many beautiful excursions may be made in the neighbourhood. *The Valley of the Nervia*, by carriage-road, leading to *Isola Buona*, 10 kil., and the *Baths of Pigna*, 18 kil. from Ventimiglia, passing through

l. *Dolceaacqua*, 6 kil., a strikingly picturesque town on both sides of the Nervia, connected by a fine old bridge of a single arch, and remarkable for its great ruined castle of the Dorias. By crossing the bridge and turning up the hill to the rt., a beautiful path will be found leading back to Bordighera through *San Biagio* and *Vallecrosia*, which are in the next valley. It may be well to mention that the country people in the Riviera always deny the existence of these paths across the hills; they have no idea that travellers can walk anywhere but along high roads!]

m. The last town on the Italian Riviera is Ventimiglia, where is the international rly. station. This is a very striking situation, and an important military position. It is a pleasant excursion either from San Remo or Bordighera. There is a curious old CATHEDRAL with extensive crypts, formerly a temple to Juno. There are many Roman remains in the neighbourhood, and extensive excavations are being carried on. There is a carriage-road up the valley to TENDA.

Having now arrived at the frontier of France, we must interrupt the order of our itinerary to describe the various Italian Islands.

100. THE TUSCAN ARCHIPELAGO.

A short cruise amongst the islands of the Tuscan Archipelago cannot fail to be most interesting to the yacht-

man; to the owner of a steam-yacht, especially, there are absolutely no difficulties in the way. The statesman may study with advantage the penal system existing there; the naturalist will find abundant occupation. The interesting archaeological remains are well worthy of attention, and the scenery will charm every one. Supplies of all kinds, and excellent, if unknown, wines are abundant; and even among the convict population he will be sure to find the readiest civility and kindness. With all these advantages it is strange to find the ground almost untrodden by the modern tourist.

These islands, situated between Corsica and the W. coast of Tuscany, are *Gorgona*, *Capraja*, *Elba*, *Pianosa*, *Giglio*, *Monte Cristo*, and *Gianutri*, with some off-lying rocks, and the islets of *Palmajola*, *Cerboli*, and the *Formiche di Grosseto* in the Piombino Channel. Excepting at Elba, the traveller will find no kind of accommodation, if not provided with letters to the authorities or resident clergy. It will be well to obtain such at Leghorn, for Capraja, Pianosa, and Giglio; the others are either entirely or in a great measure uninhabited.

Means of Communication.—Elba may easily be reached from Piombino, from which a small steamer of the Italian Company starts daily at 6 P.M., returning at 9.30 A.M. The distance to Porto Ferrajo is 12 m. A steamer from Leghorn to that port leaves every Sunday at 11 A.M., arriving at 4.30 P.M., and returning on Monday morning. Another starts on Wednesday at 8 A.M., touches at Gorgona and Capraja, and reaches Porto Ferrajo at 6½ P.M. The next morning it goes to Pianosa, Giglio, and Porto San Stefano in the afternoon. The same steamer sails from the last-named port on Friday at 5 P.M. for Porto Ferrajo, Capraja, and Leghorn, arriving at the last on Friday at 6.30 P.M. Sailing-boats can be hired at the Marina di Campo in Elba for Pianosa, Giglio and Monte Cristo. The last is not visited by steamers, being at a considerable distance and hardly inhabited.

a.—ELBA,

the ancient *Illa*, is the largest of the Tuscan group, 15½ m. long, and from 2 to 10 broad. It is high, and traversed by 3 separate ridges. The western shore is bold and clear of danger, and may be approached within a cable's length, elsewhere within 1 m. Its shape is triangular, with a rounded head to the westward, the coast being broken by deep bays and rugged headlands.

Porto Ferrajo.

British Vice-Consul: E. Fossi.

Inn: *Albergo delle Api.*

The chief town of the island, situated on the extreme western point of the eastern bay on the N. shore. Within the mole there is from 3 to 7 fms. over a space of from 8 to 9 acres.

This is the most convenient headquarters for a traveller who desires to explore the Archipelago, and almost the only place where there is hotel accommodation of any kind. It is the ancient *Portus Argæus*, the landing-place of the Argonauts, but few Roman remains now exist, and these are not of a very important character.

The principal object of interest is the VILLA OF S. MARTINO, 3 m. from the harbour, the residence of Napoleon when he retired here after the peace of 1814. It was purchased by Count Demidoff in 1851, by whom it has been converted into a Napoleonic museum; the principal objects in it came into his possession by marriage with the Princess Mathilde, daughter of Jerome, once King of Westphalia. An order from the Municipality is required to enable the traveller to see this.

The other objects of interest are the *Iron Mines of Rio*, the town of *Porto Lungone*, and the S.E. portion of the island. There is a carriage-road from Porto Ferrajo to Porto Lungone, and thence to Rio. The road on leaving divides at the 2nd m. into 2 branches: that on the l. leads to *I. Fangati* and to the *Spiaggia dei Magazzini*, from which a bridle-path ascends to the village of *Rio Superiore*; that on the rt. to *Porto Lungone*, from which a branch leads to *Rio Inferiore*, near

which are the principal iron mines of the island. The ore (specular oxide of iron and hæmatite) is carried on donkeys to the sea-shore, where it is shipped. A part of it is taken to Follonica to be smelted, and a part is exported to France and England.

The western portion of Elba is granite; its highest peak is *Monte Campana*, 3340 ft. above the sea. In this formation, near the village of *San Pietro*, and especially in the *Grotto d' Oggi*, are found the fine crystals of red and green tourmaline and emeralds for which the locality is celebrated.

Large quantities of tunny are caught off the coast, the largest *Tonnaras* being in the gulf of Porto Ferrajo, and in that of *Procchio*.

Besides the places already mentioned, the principal villages are *Capoliveri*, on one of the highest points of the hills forming the S.E. promontory of the island, ending at Capo Calamita. The inhabitants form a race apart, and do not intermarry with the other inhabitants. In the western part of the island are the villages of *San Pietro in Campo*, *San Ilario*, *Marciana*, *Poggio*, and *La Pilla*.

b.—PIANOSA.

Little is known of the history of Pianosa from Roman times until the wars between Pisa and Genoa, when the island is often mentioned in the histories of those furious conflicts. Among the conditions imposed by Genoa on Pisa in 1300 it was stipulated that though the Pisans might return to the possession of the islands taken from them, Pianosa should be "for ever" left uncultivated and deserted; and, by way of ensuring this clause, all the wells were stopped up with huge stones.

In the 16th cent., however, Pianosa was again a flourishing settlement, belonging to the Oppriani, Lords of Piombino, and as such excited the cupidity of the Saracens, who in 1553 under Dragut and Kara Mustafa landed and devastated the whole island, destroying the buildings and killing or carrying off as slaves almost the whole

population. From that time the island was inhabited only by a scanty population until a recent date.

In 1808, the little fort having ventured to fire upon the English, who were engaged in cutting out a French ship of war, a couple of vessels were sent to destroy it, which they did.

During the stay of Napoleon at Elba, he twice visited the island, and formed a project of re-colonising it; he even commenced considerable works, which remained unfinished after his return to France. By the treaty of Vienna, Pianosa was annexed to the Grand Duchy of Tuscany, the government of which completed the works begun by Napoleon, and let the island to some Elban landowners in the hope that they would turn it to good account. The experiment failed entirely, and, after it had passed through several other hands, the Tuscan Government resumed the control of it in 1855, and in 1858 established a penal settlement there. This has been extended by the Italian dynasty, and it is now a flourishing colony, peopled with 1000 good-conduct prisoners, an interesting proof of what may be done in a very few years under judicious management.

Pianosa (Lat. *Planestia*) is so called from its low position, the highest point, *Giansfilippo*, being only 80 ft. above the sea. The form of the island is nearly that of a shoulder of mutton; its little port, *Cala S. Giovanni* on the E. side, is 30 m. from Porto Ferrajo, 15 from the marina of Campo in Elba and from Monte Cristo, and 39 from the marina of Giglio.

The principal historical interest of Pianosa arises from its having been the place of exile of Agrippa Postumus, the son of Marcus Agrippa, who was banished here by his grandfather Augustus, at the instigation of Livia, to pave the way for the succession of her son Tiberius, by whose order he was subsequently murdered here. In later times it was the property of Marcus Piso, whom Varro mentions as keeping flocks of peacocks in a wild state on it. On the eastern side are some Roman baths, still known as the *Bagno di Agrippa*.

a.—GIGLIO.

The ancient *Igilium*, after Elba the most important of the Tuscan Islands. The town, bearing the same name, is 1373 ft. above the sea, and is reached by a winding bridle-path; it is about 2 m. distant from its little marina or port.

The island is about 5 m. long by from $1\frac{1}{2}$ to $2\frac{1}{2}$ broad; it is well wooded, and its highest point is 1641 ft. above the sea. It is principally composed of grey granite, which was quarried to a considerable extent by the Romans, and some of the columns in the Forum of Trajan and the Temple of Venus at Rome are supposed to have been brought from it. These quarries are at the *Punta del Castellaro*, not far S. of the landing-place of Giglio. A French company has announced the undertaking of extensive works on the deposits of specular iron ore recently discovered. Here also a penal settlement of 250 convicts has been formed by the Italian Government.

d.—GIANUTRI,

the ancient *Dianium* and *Artemisia*, 6 m. from the nearest point of Cape Argentaro, is inhabited only by the keeper of the lighthouse and the family of a fisherman. Were it not for the absence of fresh water, this little island, which is about 7 m. in circumference, could maintain a considerable population, the soil being naturally fertile. In Roman times it was a fashionable resort, and extensive remains, especially of reservoirs for rain-water, are still visible. It must have been occupied, at least temporarily, in the Napoleonic wars, as an old cannon still lies abandoned near the top of the island.

It is composed of compact limestone in which there are numerous grottoes, some of which are among the grandest in the Mediterranean.

Spalmatoja Bay, on the E. side, is about half a mile in extent, with deep water throughout, and affords shelter from all but S.W. winds. The highest point is about 300 ft. high; the island is 11 m. from Giglio and 12 from Port Ercole, from which latter it can most

easily be visited. The traveller, however, will do well to be accompanied by a health officer, to avoid any difficulties in returning. There is a fixed white light on the southern hillock of the island.

e.—CAPRAJA,

the *Capraria* of the Romans, and the *Ægilon* of the Greeks, is the most northerly island of the group. It is $4\frac{1}{2}$ m. long, with an average breadth of 2 m. A high ridge extends the whole length of the island, the highest points of which are *Monte Castello*, 1470 ft., and *Casteletto*, 1436 ft. above the sea.

The coast is bold and steep, and at the N. end there are a few rocks above water; in all other directions 10 fms. will be found within a cable of the shore. It is only 15 m. from the nearest point of the Corsican coast, and 22 from Gorgona. Capraja, like Gorgona, was colonised by Christians as early as the 4th cent. It was overrun by the Saracens in the 11th cent., taken from them by the Genoese *Lamberto Oibo*, and afterwards occupied and held by the Pisans, together with Corsica, Gorgona, Elba and Pianosa, until the 15th cent. In 1430 it was taken possession of by the Genoese *De Mari*, from whom it passed in 1507 to the Republic of Genoa, who fortified themselves against attack by building the strong Fort of St. Giorgio. In 1767, Corsica having rebelled under the celebrated *Paoli* against the Republic of Genoa, the Corsicans landed in Capraja, and took possession. A year later, however, Corsica being ceded to France, Capraja passed again under the dominion of Genoa.

It was occupied by the English under Nelson in 1796, when we in part destroyed the fort commanding the harbour; our fleet again took possession of the island in 1814, and it was finally assigned to the kingdom of Sardinia in 1815.

Since 1874 it has been made a penal settlement. The convicts, who only number 200 at present, are lodged in the old fort, but as soon as their quar-

ters are finished, their number will be increased to 500.

The free population is about 500, and chiefly live by fishing. The island is exposed to violent winds, and at present produces little but a very poor wine; but as the soil is good, it will soon be brought into a flourishing condition by the labour of the convicts, who, under the excellent management which seems to prevail in these establishments, soon convert the most arid spots into well-cultivated gardens.

2.—MONTE CRISTO,

the *Oglasa* of Pliny, an almost inaccessible granitic cone, about 5 m. in circumference, with one small landing-place on the western side, at the opening of a deep ravine, over which rise the ruins of a convent formerly tenanted by Camaldolese monks. The highest point, *Monte Capana*, attains an elevation of 2093 ft. Monte Cristo could scarcely be said to be inhabited until 1854, when an Englishman, Mr. Watson Taylor, rented it from the Tuscan Government, with a view to cultivate its only valley, and drew around him upwards of 100 inhabitants. His property having been destroyed by the Garibaldians, who landed here on their way to Sicily in 1860, he abandoned the settlement, and claimed compensation from the Italian Government. Since 1874 a small penal settlement has been created here by the Italian Government, under the supervision of the director of Pianosa.

In the ravine N. of the *Cala Maestra*, the only landing-place, and on the way up to the ruins of the convent, is an abundant spring, and on the sides of the hill some fine *ilexes*. The convent was founded in the 6th cent. by the descendants of some Christians who fled from Sicily, headed by their bishop, St. Mamillanus, to avoid the persecution of the Vandals. Monte Cristo has acquired a certain celebrity from the well-known novel of Alexandre Dumas.

8 and 10 m. W. of Monte Cristo are the two dangerous *African Rocks* or shoals, the largest, to the S., rising only 6 ft. above the sea.

g.—GORGONA,

known to the ancients under the various names of *Urgon*, *Orgon* and *Gorgon*, lies about 20 m. S.S.W. of Leghorn, from which it looks like a haystack rising from the sea.

It is a conical mass of calcareous schist, with eruptions of serpentine: about 3 m. in circumference, and 850 ft. high.

There is no harbour; and no anchorage, except very close in shore. The two landing-places are the *Cala Maestra*, on the N.W., and *Lo Scalo*, or *Cala Principale*, on the E. side of the island. Since 1869 it has become one of the agricultural penal settlements, which the Italian Government has so wisely established in these little islands; thereby restoring vegetation where the soil itself was fast disappearing, and finding useful and healthy employment for a number of unfortunates whose lives were passing away in idleness and vice, cooped up in the foul prisons of the mainland.

The "convicts" on this island at present number about 300, and they will probably be increased as cultivation spreads. They have already made about 15 kilometres of good roads, planted 200,000 vines, a great quantity of fruit-trees and vegetables, and they cultivate flax, which seems to prosper in some parts of the islands. They also keep bees, have a lime-kiln, a large fowl-yard, and an enclosed rabbit warren. The rabbits, which formerly ran wild in great numbers, have been got under and kept within bounds.

The free inhabitants do not number above 100 souls, and live chiefly by fishing, the waters about Gorgona being especially noted for anchovies, but abounding in many other varieties of excellent fish.

Gorgona is mentioned by several ancient authors, but little is known of its early history, although considerable vestiges of reticulated building, mosaic pavement, &c., have recently been discovered. Some Etruscan remains and an inscription have also been found, and no doubt more will be brought to light as the excavations continue.

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SECTION X.

SARDINIA, LIPARI ISLANDS, SICILY.

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101. THE ISLAND OF SARDINIA.*

Means of Communication.—Italian Company.

From Cagliari to Palermo, every Thursday evening, 10 P.M., returning on Saturday, 6 P.M.

From Cagliari to Genoa every Monday, 3 P.M., returning Monday, 9 P.M., touching at Civita Vecchia and at Leghorn.

For Tunis, every Sunday at 8 P.M., and for Leghorn and Genoa, Thursday, 4 P.M.

From Genoa, every Saturday, 9 P.M.

* Consult the great work of *Alberto della Marmora*, 'Voyage en Sardaigne'; Paris and Turin, 1839, 1840, 1860, 5 vols.; 'Itinerario Generale dell' Isola di Sardegna,' per *Enrico Vacca Odone*; Cagliari, 1881.

to Leghorn, Civita Vecchia, Terranova, Siniscola, Orosei, Tortoli, and Cagliari, starting on the return voyage on Saturday at 10 P.M., occupying 3½ days.

One from Cagliari to Naples on Wednesday at 3 P.M.

From Cagliari, every Tuesday night for Muravera, Tortoli, Orosei, Siniscola, Terranova, Maddalena, Santa Teresa, and Porto Torres.

TRAVELLING IN THE INTERIOR.

Although under the Roman Empire Sardinia was covered with a network of roads, these fell into decay during the Middle Ages, and it was not till quite lately that the necessity was felt for restoring them.

The first national route from Cagli-

ari to Sassari was constructed in 1830. For a long time the island remained without any other. Now they have been made in every direction; diligences run to all the principal towns, but still many of the most interesting parts of the island can only be reached on horseback. The native horses are small, but active and enduring; their usual pace is an ambling trot of 4 to 5 m. an hour, and the cost of hiring them is not great.

In 1862 the Royal Sardinian Company, almost exclusively English, of which Mr. Piercy is engineer-in-chief, undertook to construct railways throughout the island. One line already runs to Sassari and Porto Torres, with a branch to Terranova; another goes to Iglesias from Cagliari; a third is about to be made from Terranova to the Bay of Aranci; and narrow-gauge lines will be constructed as feeders to the main line. Two private railways have been constructed in connection with mines; one from Montiponi near Iglesias to Portovesme, opposite the island of S. Pietro, and the other from S. Gavino to Monte Vecchio. The English company receives a guarantee of 14,800 frs. per kilometre from the State.

Inns.—Inns, particularly in the interior of the island, were formerly few and poor; but now that high roads and railways have facilitated communication, they have greatly improved, and the traveller will find, in all the most important villages, either inns or private houses where he is sure of obtaining a clean bed and tolerably good food.

Sardinia (*Ital.* *Sardegna*) is situated between 38° 52' and 41° 16' N. latitude, and between 8° 10' and 9° 50' E. longitude from Greenwich; its greatest length is 147, and its breadth 70 geographical miles; it includes an area of nearly 7000 sq. m. (29,250 kil. carrés), of which nine-tenths consist of mountainous districts, the remaining tenth of the great plain situated between the gulfs of Cagliari and Oristano, and of the alluvial districts at the mouths of the larger rivers. The island is,

besides, surrounded by the several smaller islands of *Sant' Antioco*, *San Pietro*, *Asinara*, *La Maddalena*, *Caprera*, *Tavolara*, &c., which include an area of about 80 sq. miles. The four principal watercourses, designated as rivers from being never dried up, are the *Tirso*, the *Fiumedosa*, the *Coghinas*, and the *Fiume Bosa*, commonly called *Fiume Torno*; the first and last running towards the western coast, the second to the E. and the third to the N. There are, besides, a multitude of smaller streams which have only water during the rainy season.

The *mountains* in the northern portion of Sardinia are formed chiefly of granite. Those of the centre, and especially the most elevated peak, *Gennargentu*, belong to the Palæozoic formation, which extends in a southern direction to Cape Carbonara; those in the S.W. part of the island, between the gulfs of Oristano and Cape Teulada, are of the same formation. Many of them are covered from their base to their summit with dense forests of chestnuts, oaks, beeches, and larches; the underwood consists chiefly of lentisk, cistus, erica, globularia and the like.

The island is rich in minerals, the principal deposits being argentiferous lead-ore, calamine, and also lignite in the S.W. The granite rocks of the N.E. were worked by the Romans and in the Middle Ages.

The island is divided into 2 provinces, 9 *circondari*, and 11 districts, bearing the name of the chief towns, namely:—*Cagliari*, *Iglesias*, *Isili*, *Oristano*, *Sassari*, *Alghero*, *Ozieri*, *Tempio*, *Nuoro*, *Cuglieri*, and *Lanusei*. The Population, in 1871, was 636,660. Italian is the language of the educated classes; that of the great mass of the people, is *Sarde*, a mixture of Latin, Spanish and Italian. The last is, however, generally understood, and being the official one, is becoming every day more so; but if the traveller should branch off from the more frequented roads, he had better take with him a guide, or *Viandante*, who understands the colloquial dialects of the country.

Sardinia was one of the principal sources whence ancient Rome derived her supplies of corn; but now the soil is far from being so fertile as it once was, and the inhabitants have to a great extent abandoned the cultivation of the plains for a pastoral life in the mountains.

Everywhere throughout the island, agricultural implements are of the most primitive kind, a few foreigners have attempted to introduce a better description, but they have not hitherto found favour in the eyes of the inhabitants. There is something to be said in favour of the native plough, a mere stake of wood. The soil is very stony, metal shares soon become injured, there is no possibility of repairing them, and they are hardly required to turn up the very light soil of the country.

The forests, once the glory of the island, are rapidly disappearing, and it will be found, when too late, how intimate is the relation between trees and rainfall, and how short-sighted was the policy which permitted their wanton destruction.

Throughout the island the vegetable productions of Europe are found side by side with those of N. Africa. Palms grow along the shores; huge clumps of cacti yield their delicious fruit without culture; oranges, almonds, and fig-trees are abundant, and the olive attains colossal dimensions.

The principal other productions are wheat, barley, beans, wine, lemons, skins, salt, cheese, cork, &c. The value of the articles exported has greatly increased since the opening of the ports on the Continent without restriction. As to manufactures, they are far from sufficing for the commonest necessities of the inhabitants, and are of the coarsest and most primitive description.

The Sardes are not good labourers. All the men employed in the construction of railways, mines, &c., have to be obtained from the mainland of Italy.

Climate. — Notwithstanding its southern position, Sardinia is not

subject to the excessive heat which is experienced in summer on the neighbouring coasts of Italy. The winter is very mild, and snow is an exception, except in the mountains and on the elevated plateau of Macomér. The months of December and January are dry, with a delightful transparent atmosphere. February is often rainy; spring manifests itself with all its luxuriance towards the end of March; the summer is unhealthy in the lower parts of the island. The *Interperie*, as the malaria is designated in Sardinia, appears to be produced by the overflowing of the torrents in spring, which, carrying down great masses of vegetable matter, give rise, by fermentation or decomposition, to deleterious exhalations, which render the districts bordering on them uninhabitable from June until October. It is a curious circumstance that, whilst adults who have been accustomed to these insalubrious districts can remain during the summer with impunity, children and new-comers are invariably victims to the *Interperie*. It disappears with the first autumnal rains, which set in with great regularity. It is only, however, from March till June that travelling is practicable with any degree of comfort or safety.

Sport.—Game is abundant throughout the island; the mountains abound in deer and wild boar; the moufflon still exists, though it is gradually disappearing, and partridges, hares, &c., are plentiful. A favourite amusement of the Sardes is the *Caccia grossa*. A number of sportsmen, often as many as a hundred, meet at an appointed rendezvous; the most expert is chosen chief, or, as he is designated, *general*; it is he who fixes the different *battues* of the day, and decides, in cases of dispute, who has first struck the animal, as to him belong its head and skin. During the time of hunting, all persons in possession of a gun are allowed to take part in it, whether entitled or not by the law to carry arms. On the following day a fair distribution is made of the spoils amongst all who were present. For travellers who may visit

Sardinia for the purpose of shooting, the best localities, as those most easily reached, will be the mountains of *la Nurra*, W. of Porto Torres; the *Monte Ferru*, S. of Bosa; the *Monte Arci*, E. of Oristano; the forests of *Antas*, N. of Iglesias; Terranova and the mountains of *Ogliastra*, W. of Tortoli. The tunny fisheries (*Tonnare*) on the western coast, and the takes in the Salt Lakes near Cagliari and of Oristano, are the property of individuals. These fisheries are every day becoming more important, from the facilities which steam navigation affords for carrying expeditiously the produce to the mainland. The mountain streams abound in excellent trout. The most favourable districts for fly-fishing are in the mountains of *la Gallura*, *la Barbagia*, and *Ogliastra*.

Strangers coming to Sardinia for the sake of sport will certainly not be disappointed, and it is now almost the only place in the Mediterranean, west of Albania, where this can be said. They would do well to apply to the Vice-Consul at Cagliari to recommend them a trustworthy guide; they will have to pay 10 to 15 frs. a day, but he will pilot them all over the country and prevent them being imposed on.

Antiquities.—Few Greek, Punic, or Roman remains are to be found in the island, but there are a large number of remarkable pre-historic monuments, called *Nuraghi*, which are thus described by Mr. Fergusson *:—"It is a curious illustration of the fragmentary nature of society in the ancient world that Sardinia should possess a class of monuments absolutely peculiar to itself. It is not this time ten or a dozen monuments, like those of Malta, but they are numbered by thousands, and so like one another that it is impossible to mistake them, and, what is still more singular, as difficult to trace any progress or change among them. The Talyots of the Balearic Islands may resemble them, but, excepting these, the Nurhags of

Sardinia stand quite alone. Nothing in the least like them is found in Italy, or in Sicily, or indeed anywhere else, so far as is at present known. A nurhag is easily known and easily described. It is always a round tower, with sides sloping at an angle of about 10° to the horizon; its dimensions varying from 20 to 60 ft. in diameter, and its height being generally equal to the breadth of its base. Sometimes these are 1, frequently 2 and even 3 storeys in height, the centre being always occupied by circular chambers, constructed by projecting stones, forming a dome, with the section of a pointed arch. The chamber generally occupies one-third of the diameter, the thickness of the walls forming the remaining two-thirds. There is invariably a ramp staircase leading to the platform on the top of the tower. When the nurhags are of more than 1 story, they are generally surrounded by others which are attached to them by platforms, often of considerable extent. That at Santa Barbara (p. 371) had 4 small nurhags encased in the 4 corners of the platform, to which access was obtained by a doorway in the central tower. The masonry is generally neat, though sometimes the stones are unhewn, but nowhere does there appear any megalithic magnificence. They are at the same time absolutely without any architectural ornament which could give us a hint of their affinities, and no inscriptions, no images, no sculptures of any kind have been found in them." Mr. Fergusson hardly does justice to the quality of the masonry, it is generally exceedingly good, some of the stones in the lower courses weighing as much as 12 tons each, and they are arranged with the most perfect accuracy; it is better in every way than any found amongst the Talyots of Menorca.

There can be no doubt of their great age, as in one place the pier of a Roman aqueduct was found on the stump of a ruined and, consequently, deserted nurhag; they are alluded to by several classical authors, but then they seem to have been as mysterious as they are now; it is most probable that

* 'Rude Stone Monuments,' p. 427. Consult also the work of Canonico Spano, 'Nuraghi di Sardegna.' (Cagliari, Typ. Arcivescovile, 1867.)

they combined the double object of serving as watch-towers and habitations, perhaps also of tombs.

Another and very different description of ancient constructions consist of two parallel ranges of flat stones, forming a kind of wall, enclosing a quadrilateral space from 15 to 36 ft. long, and from 3 to 6 wide. The stones which surround it, about the same height above ground, appear to have been covered in by flat ones laid over them. The direction of these monuments is invariably from N.W. to S.E.: at the latter extremity is generally found a stele or head-stone, 10 or 15 ft. high, with others of a similar form enclosing a semicircular space of 20 or 30 ft. in diameter. The Sardinians consider these monuments to have served as sepulchres; hence the name applied to them of Tombs of the Giants, *Sepolturas de los Gigantes*; but archaeologists are still in the dark as to their origin and that of the *Nuraghi*, although both are now generally believed to be Phœnician.

There exists a third kind of monument, probably as old as the two preceding, known by the local appellation of *Perdas fitas*, or *Perdas longas*, having a considerable analogy to the menhirs and dolmens of other countries.

As these nuraghi are generally far from human habitations, it will be necessary for the traveller to be provided with lights, should he desire to explore any of them.

Sardinia was most probably under the dominion of the Carthaginians during the greater part of the 4th cent. B.C. After many vicissitudes it became part of the Roman Empire, at the fall of which it was alternately overrun by the Vandals, retaken by the Byzantines, occupied by the Arabs, and wrested from them by the Republics of Genoa and Pisa, at the instigation of Benedict VIII., who preached a crusade against them. On these States falling out regarding the division of the spoil, their rival claims were decided in favour of Pisa. In 1297, the Pope, having occasion to quarrel with it, Sardinia was transferred by him to

[*Mediterranean.*]

the King of Aragon. He, however, did not succeed in conquering the country before 1323, after a long and sanguinary struggle with the feudal chiefs of the island, and in particular with the petty kings or judges of Arborea. It was not till the reign of John II., in 1478, that Sardinia could be finally considered as a dependency of the crown of Aragon and Spain.

During the War of Succession, after the death of Charles II., Sardinia was frequently the scene of conflict between Austria and Spain, until, by the treaties of Utrecht in 1712, and of London in 1718, the first of these powers became invested with the sovereignty. In the year 1720 the Emperor Charles VI. exchanged it for Sicily with Victor Amadeus II. of Savoy, who assumed the title of King of Sardinia, which his successors retained till 1860, when it became merged in the kingdom of Italy.

The inhabitants are naturally a very mixed race, and, owing to the long domination of the Spaniards, their customs and character have been much influenced by this branch of the Latin family. Their temperament is more grave and dignified than vivacious, and harmonises well with their picturesque national costume, generally of sombre black and white.

a. Cagliari. (Pop. 40,000.)

Inns: The hotels of Cagliari, which formerly bore a very poor reputation, are now greatly improved. The *Scala di Ferro* is good and cheap; the *Concordia*, the *Venezia* and *La Speranza* are tolerably comfortable.

British Consul: Mr. Eugène Pernis, No. 3 Via Roma.

The *Port of Cagliari*, although small, is quite sufficient for the trade of the place; situated at the extremity of the roadstead, it is protected by Cape St. Elias towards the S.E. The *darsena*, or pier harbour, is capable of containing 30 vessels of moderate size, and has a depth of 12 ft. The *Bay of Cagliari* is a safe and convenient roadstead for vessels in all weathers. In the Middle Ages vessels could still

enter into the Salt Lakes W. of the town, as we know the galleys did in 1296, during the siege of *Santa Gilla*, a place now $1\frac{1}{2}$ m. from the sea. This *Laguna*, or *Stagno di Cagliari*, 18 or 20 m. in circumference, is separated from the sea by a narrow strip of land, 6 m. long, called *la Plaia*, through which have been cut numerous canals, to admit the fish, as at Cabras; it is covered during winter with water-fowl.

The value of the fishery is estimated at 150,000 livres; it consists chiefly of eels and grey mullet (*muggini*). To the E. of Cagliari are 2 similar lakes, the *Stagno di Molentargiu* and the *Mare Stagno*, and which, although not communicating with the sea, except when it blows hard from the S., are equally salt. Extensive evaporating pools have been established on the banks of both these Stagni, from which large quantities of salt are procured by natural evaporation.

Cagliari is situated nearly on the site of the Roman *Karalis*, which succeeded to a much older city founded by the Carthaginians. It is built on the precipitous side of a hill 290 ft. high, at the head of a fine gulf, and though the town itself is not of very great size or importance, its appearance, especially from the E., is pleasing. It is divided into 4 quarters. That of the Castle (*Casteddu*) occupies the summit of the hill, and is surrounded by well-preserved walls, built by the Pisans. It contains the Royal Palace, now occupied by the Prefect, and those of the archbishop and of many of the nobility. It communicates with the other quarters by means of 4 gates. The other quarters are the *Stampace*, *La Marina*, and *Villa Nuova*.

The streets of the quarter of the Citadel are narrow and tortuous, those of the Marina and Villa Nuova are wider, and generally clean and well paved with granite. The principal streets are the *Corso Vittorio Emanuele*, the favourite summer promenade, where a band plays twice a

week; the *Via Manno*, containing some fine shops, and the *Via Roma*, close to the sea-shore, now being rebuilt; at the W. end of it is the new rly. stat.

Parallel to the *Corso Emanuele* is the old *Strada San Michele*, now called *Via Azuni*, newly paved with granite, where formerly the races (*Parreggie*) took place. The ancient Pisan and Aragonese bastions have been converted into boulevards or promenades. The view from that of St. Catherine over the port, gulf and salt lakes, and towards Cape Carbonara and Pula, is very fine. Other fine promenades have been laid out at Buon Cammino and to the E. of the Porta San Pancrazio, following the declivity of the Castle hill, on which has been placed a Roman statue, converted into *La Giudichessa Eleonora*, holding in her hand the Carta di Logu.

The CATHEDRAL, dedicated to St. Cecilia, is a vast irregular edifice, begun in 1312 by the Pisans and completed in 1331 by the Aragonese kings; it was restored in the 17th cent. The high altar is of massive silver, with statuettes of the same. The tribune in front of it is supported by four lions crushing various animals, a species of allegory very general throughout Sardinian churches. The ancient *ambones*, remarkably fine specimens of Pisan sculpture, now decorate either side of the principal entrance.

In one of the chapels is the huge monument of Martino, King of Sicily, the victor at Sanluri. He was the son of Martino, King of Aragon, and died of excess of joy, a few days after the victory. His remains were subsequently removed to the Cistercian monastery of Poblet, near Tarragona, the ancient burial-place of the kings of Aragon. Beneath the high altar is a crypt, divided into 3 chapels; that of St. Lucifer contains the tomb of the wife of Louis XVIII. of France, a princess of Savoy, who died in England in 1810. That of St. Saturninus contains the tomb of Victor Emmanuel I., by whose death the crown

devolved to the reigning branch of Savoy Carignan.

Amongst the other churches, the most worthy of notice are *Santa Anna*, in the Strada di San Michele; *San Michele*, formerly belonging to the Jesuits; *La Madonna del Carmine*, and *San' Eftio*, into the walls of which have been built the shots fired by the French, in their unsuccessful attack on the town in 1793.

The new *civil hospital* is an admirable establishment in every way. The *cemetery* is worthy of a visit; it is religiously cared for, and is available for the dead of all religions and nationalities without distinction.

A splendid *aqueduct* has been constructed by the same English company that has undertaken the lighting of the town with gas. It brings water from a distance of 10 m., and cost 3½ million of francs. Few cities are better supplied with water than Cagliari now is.

The PALACE inhabited by the royal family during the first 14 years of the present century, and formerly the residence of the Viceroy, is now that of the Prefect. It is a vast building, having the residence of the archbishop on one side and a convent on the other. The *Palazzo Municipale*, alongside the cathedral, has on its façade a long inscription commemorative of the visit of Charles V. on his expedition to Tunis, in 1535.

The UNIVERSITY is a fine building, founded in 1620 by Philip III. of Spain, and re-organised in 1764 by King Charles Emmanuel.

The *Museums of Antiquities and Natural History* occupy a considerable portion of the building. The first contains the greater part of the statues, inscriptions, medals, coins, vases, intaglios, arms, &c., which have been discovered in Sardinia, and especially the valuable collection made by Canonico Spano, principally discovered at Tharros, consisting of Phœnician inscriptions, the small idols so peculiar

to Sardinia and many other objects of antiquarian interest. There is also a precious collection of bronze casts, given by Professor Vivanet, the Director of Museums and Antiquities. The collections of natural history are particularly interesting for the series of rocks and fossils of the island made by General La Marmora. The *Library* contains 19,000 volumes: one part of it is dedicated to the works on the island, of which there is a good catalogue by Sig. Martini; the other books are principally on jurisprudence and theology; among the MSS. is a curious incomplete copy of the *Divina Commedia*, and several of local interest, the most remarkable being the collection of diplomas of the Judges of Arborea (*Codici Cartecci d'Arborea*), full of interest for the history of Sardinia in the Middle Ages.

The costume of the inhabitants of Cagliari has lost much of its distinctive peculiarity; indeed throughout all those parts of the island with which strangers have much intercourse, there is a tendency for national costumes to disappear. Fishermen, however, still wear their black jacket and long waistcoat reaching nearly to the knees; white trousers and black gaiters, and a long hanging cap like an exaggerated Phrygian bonnet. The dress of the women is everywhere elegant, sometimes of sombre black and white, at others sparkling with colour, tinsel, and embroidery; almost always decorated with numerous gold and silver buttons. The costume of both sexes more nearly resembles that of Greece than of any part of Western Europe.

Considerable remains of the *Ancient Roman City* may still be seen. The most important is the *Amphitheatre*, excavated out of the rock in a ravine below the promenade of *Buon Cammino*, running N.E. and S.W. In some of the subterranean passages may be noticed rings cut in the rock, which probably served to attach wild animals to. The arena was traversed by an aqueduct, which served to fill it when

necessary. Its dimensions are nearly 153 ft. by 98 in the two diameters. Of the ancient burying-places several are still visible; one, at the entrance of the suburb of Santa Tenera, is called *Sa Grutta dessa Pibera* (Grotto of the Viper), from the serpents sculptured over the entrance; it has suffered by the cuttings for the new road, which passes close by.

This monument was raised to the memory of a noble Roman lady, Attilia Pamphilla. The walls are covered with interesting metrical Latin and Greek inscriptions, which have been published by Muratori and La Marmora, and studied by Burmann, Le Bas, and more lately by Mommsen and Crispi.

A number of similar grottoes, but less decorated, exist on the limestone cliffs near the *Grutta dessa Pibera*, as well as on the hill of Monreale. Remains of an aqueduct built of brick, stamped with Roman names, have also been discovered near the town.

The hills which surround the city between the N.E. and E. are capped with mediæval castles, the greater number in ruins, which add greatly to the beauty of the landscape. Beyond these hills extends the plain called *Il Campidano di Cagliari*, covered with populous villages, each of which will furnish an agreeable object of promenade to the stranger. They may be all reached in a carriage.

[Excursion to Orri and Pula.]

This will require a day. Orri is about 20 m. from Cagliari. It is a domain of the Marquis of Villa Hermosa, created by the grandfather of the present possessor out of a desert waste, which he succeeded in converting into a model farm. At present the best method of making the excursion is on horseback, but a good carriage-road is in course of construction and will soon be finished.

Following the narrow slip of *La Plaia*, that separates the salt lake from

the sea, we arrive at *La Maddalena*, whence a visit can be made to the iron mine of *San Leone*. This is only a short distance from Orri.

Pula is 11 m. farther on, surrounded by extensive plantations of orange, olive, and cherry trees, with some date-palma. The climate is not very healthy, but of late years the *intemperie* has diminished by improved drainage. $\frac{1}{2}$ m. from the town, on the *Capo di Pula*, is the ch. of *S. Efisio*, on the spot where Ephisius, a general of Diocletian, suffered martyrdom; it marks the site of the city of *Nora*. The road to it from Pula passes near a ruined *Nurhag*, upon which rises an aqueduct which carried water to the Roman town, an interesting superposition in an archaeological point of view. On each side of the promontory are traces of quays and of a pier with some coarse mosaics. Several Roman fragments may be seen in the walls of the ch.; but the most curious ruin is that called *La Lomiera*, a small theatre; the seats are nearly perfect, but only the foundations of the proscenium remain.

A colony of convicts was established in 1875 at *Castadias*, to the E. of Cagliari, 8 m. N. of *Cape Carbonara*. It now numbers 500. A large tract of land has been brought under cultivation, and it is hoped that this may establish the fact that cultivation drives away malaria, and that thus the great barrier to the development of agriculture in Sardinia may be overcome.]

b. ROUTE FROM CAGLIARI TO SASSARI AND PORTO TORRES.

The railway follows the principal road of the island, the *Strada Centrale*; after passing the *Stagno di Cagliari*, it traverses the extensive *Campidano*, a fertile but unhealthy plain, covered with poor villages of sun-dried brick, but often surrounded by fine plantations of olive and fruit-trees.

8 kil. *Elmas*. (Pop. 628.)
13 kil. *Assemini*. (Pop. 1838.)

17 kil. *DECIMOMANU*. (Pop. 1458.)
Here is the junction of the line to Iglesias.

26 kil. *Villasor*. (Pop. 2464.)
31 kil. *Serramanna*. (Pop. 618.)
38 kil. *Samassi*. (Pop. 2308.)

[From this place there is a daily service of diligences to *Furtet*, *Villamat*, *Barumina*, *Nurallao*, and *Laceni*.]

45 kil. *SANLURI*. (Pop. 4159.)

SANLURI. A large village, with a ruined castle, celebrated in the history of Sardinia for a victory gained in 1409 by a son of the King of Aragon over Brancalcione Doria, husband of the Guidicessa Eleonora of Arborea. The women here wear a most picturesque costume, not unlike that of the females in the Campagna of Rome.

The village is situated 5 kil. from the station to the N.E.

51 kil. *SAN GAVINO*. (Pop. 2846.)
From this place a railway, 22 kil. in length, runs nearly due west to the argentiferous lead mines of *Monte Vecchio*; the ore is peculiarly rich, some of it being worth 120*l.* a ton. It is principally exported to Italy and Belgium. [There is also a daily service of omnibuses to *Villacidro*, *Gonnosfanidiga*, *Guspini*, and *Arbus*, to the S.W.] On a conical hill, 20 kil. to the N., is the ruined castle of *Monreale*, once the seat of the Guidici of Arborea.

58 kil. *Pabillonis*. (Pop. 1446.) The town is 2½ kil. S.W. of the station.

68 kil. *Uras*. (Pop. 2241.)

76 kil. *Murrubiu*. (Pop. 1279.) A small village amongst fields surrounded by prickly pears. The line now commences to skirt a series of salt lakes, only separated by narrow strips of land from the sea.

95 kil. *Oristano*. (Pop. 6996.)

Inn: *Locanda Eleonora*, rough, but cheap.

It is situated about a kilometre S. of the *Tirso*, and about 5 kil. from its

mouth. Although it was for many years the capital of the States of Arborea, it has no remains of its ancient greatness, even the Cathedral dates no further back than 1733. There is a fine view from the bell tower. It occupies nearly the site of the ancient *Othoca*. The modern name is derived from Aristana, daughter of Opert, one of the Judges of Arborea, who moved the seat of their government here from *Tharros*. In 1291-3 the Christians of Tyre found refuge here when their country was totally occupied by the Mohammedans, but it is especially associated with the memory of the Guidicessa Eleonora, renowned not only for her valour and her military qualities, but for her celebrated Code, *Carta de Logu*, promulgated in 1395, at once civil, criminal, and rural. She died of the plague in 1403.

Oristano is only 3 metres above the sea level, and being in such immediate proximity to lagoons, it is impossible to obtain drinking-water by means of wells. Those who can afford it have cisterns in which to collect rain-water; the poor have to pay as much as 20 centimes for a pitcher full. It is intended to construct an aqueduct to convey water from above Milis for the supply of the town. In the meantime travellers should only drink wine. The climate has the reputation of being very bad, but not so deadly as has been represented. The old walls are flanked with towers, but hardly any vestiges remain of the palaces of the ancient Judges of Arborea.

[*Excursion to Milis*. 19 kil. This can be done by carriage in one day, the drive there does not occupy more than 2 hours. After leaving *Oristano* we enter an immense treeless plain called *Campidano Maggione*, covered with villages, where are produced the celebrated vintages of *Varnaccia* and *Guarnaccia*. The road passes *Massama* and *Tramatza*, and eventually reaches the villa of the Marquis Boyl. Here are immense groves of oranges, renowned all over the island, which is almost entirely supplied from them. They

do not all belong to the Marquis, the Chapter of Oristano and many private individuals own gardens. The whole extent under cultivation with oranges is about 3 kil. long by half a kil. wide.

Another drive may be taken to *Cabras* (Pop. 4130), only 7 kil. distant, a very unhealthy place for strangers, yet celebrated for the beauty of its women; even its men are remarkable for good looks and robust health.

The country round *Cabras* is covered with plantations of gigantic olive-trees, in the midst of which some date-palms give to it an Oriental aspect. The fishery of the salt lakes was sold of late years for 48,000*l.* sterling; it is carried on by means of canals leading from the sea, through which the fish are allowed to enter the lakes, in which sundry chambers constructed of canes are set up, in which they collect, and from which they are driven into a remote one, called the *Camera della Morte*, where the fishermen enter naked, seize the fish, and despatch them by striking them on the head.

Excursion to the Ruins of Tharros. This can only be done on horseback. Tharros was built on the isthmus which connects the promontory of San Marco with the mainland. The port was on the E. side, and some remains of Cyclopean masonry can still be traced, covered with marine plants. The Necropolis was at the extremity of the cape, and numerous objects have been discovered amongst the tombs, many of them of Egyptian origin. Indeed the ancient inhabitants of this city seem to have specially devoted themselves to the worship of Egyptian divinities. In later times the city was frequently devastated by the Saracens, and it was finally abandoned in 1070. Remains of the ancient Cathedral are still seen in the direction of *Cabras*; it was dedicated to S. Giovanni, and must belong to the 8th cent.

Excursion to Cagliari. (Pop. 4549.)

A diligence goes daily, the distance is 43 kil. This village is built in the form of an amphitheatre, its streets being parallel, following the same curve, thus the house shave two stories in front, and only one behind. It is 433 metres above the sea, and the collegiate church is built on the highest point of the country round, and so dedicated to *Our Lady of Snow*. Near it is the ancient castle of *Monteferro*, which takes its name from the mountain. It was built in 1186 as the frontier post between the judicates of Torres and Arborea.

Excursion to Santa Lussurgiu. (Pop. 4564.) A diligence runs three times a week, passing through Milis, so that these two excursions may be combined. The distance is 38 kil. The height of the village is 502 metres above the sea; it is situated in a deep cavity, around which the different quarters are placed, arranged in a sort of amphitheatre. The costume of the people is very simple; the women wear black petticoats finely plaited, and appear always in mourning; the men also affect black garments under their goat-skin coats.]

The Hot Springs of *Fordongianus* deserve also to be visited; this will occupy a day from Oristano: following the L. bank of the *Tirso*, through a country well cultivated with vines, olive-trees, and cactuses, the villages of *Sili*, *Simaxis*, *Olastra*, *San Vera*, *Congius* and *Villanova di Trucheddu*, are successively traversed. An ascent brings us to the arid hill of *Balargianus*, which commands a fine view over the plain of the *Tirso*, and the *Monte Ghirghini* on the S., the rendezvous of the sportsmen of Oristano. Descending from here through an underwood of arbutus, myrtles and lentiscus, we reach the village of *Fordongianus*, the ancient *Forum Trajani*, where there still exist remains of a fine Roman bridge over the *Tirso*, and ruins of baths surround the now abandoned thermal springs, the per-

sons who resort to them being obliged to build for themselves huts of canes to protect them from cold and sun. The temperature of the sources is 155° Fahr.; they contain sulphates of soda, lime and magnesia. A modern though already half-ruined bridge over the Tirso communicates by a road with *Paulilatino*. The air of *Forlongianus* is insalubrious in summer. Among the ruins of the Forum Trajani are an aqueduct and traces of a Roman road; there are also remains of a wall built during the Middle Ages, as a protection against the mountaineers of *La Barbagia*.]

101 kil. *Simāzis*. Shortly after quitting Oristano the line takes a bend to the E., crossing the Tirso, the only river of any importance in the island. The character of the country begins to change; the houses in the small villages, which up to this point have been of sun-dried brick, are now of stone. The cultivation of the vine commences, and an excellent vintage, the *Vernaccia*, is here produced; the river frequently overflows its banks, carrying fertility wherever the inundation reaches; land here is worth as much as 3000 frs. a hectare.

104 kil. *Solarussa*. (Pop. 1800.) The line now begins to ascend rapidly, the country becomes rocky and bare, and we observe numerous *Nuraghi* on each side of the line. The view of the plain to the left is very fine, down below we see the village of *Tramazza*, 8 kil. distant from *Milis*.

113 kil. *Baulādu*. (Pop. 754.)

124 kil. *PAULILATINO*. (Pop. 3032.) *Pauli* is the sardic for *Palus*, a swamp. In this neighbourhood are some of the extensive estates of Mr. Charles Davies, C.E., whose hospitality is proverbial. There is a *nuraghe* just outside the village.

131 kil. *Abbasanta*. (Pop. 1399.) At a very short distance from this village, to the W. of the line and the main road, is a very interesting *Nur-*

aghe, *Losa* by name. It is in an excellent state of preservation, and only somewhat destroyed on the south, and at the top. It has a principal cone of two stories, and has joined to it three other smaller cones, disposed so as to form a triangle. The principal entrance is on the S.E. The interior chambers are in a very perfect condition, but as the corridors are somewhat intricate, a light should be taken. There are many other *Nuraghi* in the neighbourhood.

The line continues to ascend, and is now between three and four hundred metres above the sea.

141 kil. *Borōre* (Pop. 2042), 393 metres above the sea. Several *nuraghi* in the immediate vicinity.

145 kil. *Bivāri* (Pop. 364), a small village 2½ kil. distant from station. From this point the line rises very rapidly.

154 kil. *Macomer* (Pop. 2390), 570 metres above the sea. *Inn*: *Locanda Murgia*, where very tolerable accommodation is procurable.

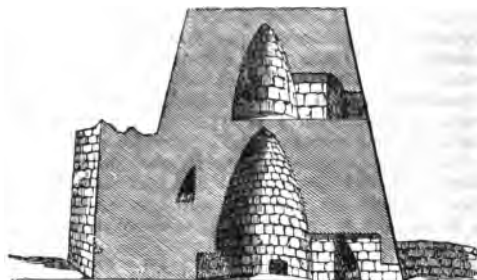
The traveller would do well to make this his head-quarters for a few days; in no part of Sardinia is there a greater number of *Nuraghi* than here, and there are several interesting excursions that may be made from it.

The village itself is a poor place, it is the ancient *Macopisa* of Ptolemy, as is proved by three military columns, one of them broken, in front of the church, recording the distances LV. and LVI. miles from *Torres*.

The large new house close to the rly. station belongs to Mr. B. Piercey, C.E., the engineer in chief and principal shareholder of the Sardinian railways.

There is a fine view from the edge of the plateau, near the church, of the *Campadana* and the distant range of *Gennargentu*.

Of the *Nuraghi* the most interesting is *Sta. Barbara*, so named from a ruined chapel near it. This appears quite close to the village, but, as a deep



SECTION OF NURHAG OF SANTA BARBARA.



NURHAG OF SANTA BARBARA.

ravine runs between them, it will take at least an hour and a half to visit it. This is in a very perfect condition, it consists of two stories, each containing a large conical chamber; a winding stair leads from the lower, past the upper one, to the summit. The lower chamber is enclosed within a terrace, reaching to the floor of the upper one, having a small cone at each of the angles.

The Nuraghe-named *Tamūli* (probably a corruption of *Tumuli*) is at about 40 minutes' ride to the W. It is built on a rugged mound of basalt. Near it are six upright conical stones, about 2½ feet high; on three of them are roughly sculptured the unmistakable representation of a woman's breast; the other three are quite plain. These are evidently intended either to mark the graves of men and women, or to refer in some manner to the two sexes. Close to them are two *giants' graves*, oval mounds with rude retaining walls, and some large upright stones. Several curious Phœnician idols were found here.

[A pleasant excursion may be made to *Bosa*, 27 kil. distant on the W. coast of the island. An omnibus goes daily, or a carriage can be hired to go and return in one day for 20 frs. The *Albergo d'Italia* affords very tolerable accommodation.

After leaving *Macomer* we pass, close to the *Cantoniera*, of the road, the *Nuraghe Succornis*, which is in perfect condition; it contains a conical chamber with 3 niches, and has a spiral staircase leading to the top; even the three stones placed to form the apex of the vault are in position. Some of the stones weigh as much as 12 tons.

About a kilometre further on is the ruined *Nuraghe Ara*; round it are grouped what might almost be taken for Megalithic habitations, but which are in reality intended for pigs and their swineherds. It is curious to see how here, as in *Menorca*, the ancient

edifice has been taken as a model for modern constructions; these buildings are common all over the country, and are generally made of the stones belonging to the *Nuraghi*.

Beyond, on the r., is the small lake called *Barra*, and two kil. further on the village of *Sindia*, which is traversed by the road. We now pass through the *Planu de Murtas* (of *Myrtles*) as far as *Suni*, where the scenery changes completely, and instead of the uninteresting plateau over which we have passed, we descend rapidly, amidst beautiful scenery, through a region rich in corn and vines and olive-trees. The *Malvoisie* of this locality is esteemed as one of the choicest vintages of the island. Finally we reach *Bosa*, an important town of 6706 inhabitants.

The town is built on the r. bank of the river *Ternus* at 2 kil. from the sea. In front of its mouth is a small island crowned with a mediæval fort; this is being connected with the mainland by means of a breakwater proceeding from the l. bank of the river, so as to form a harbour to the south. Had the breakwater been made from the opposite bank, the river would have been included in the harbour, and there would have been a constant scour through it. As it is, the river mouth is always silting up with sand, which makes the water above sluggish and almost stagnant, one of the principal causes, no doubt, of the unhealthy climate of the place. The children look pallid and unhealthy, and the district authorities seem to have abandoned it, with the sole exception of the Bishop. *Monsignor Cano* is greatly beloved by his flock; he is a man of very enlightened views, and delighted to be of service to travellers. The white calico sheet worn by the women over their black dresses gives them quite a penitential appearance. High above the town is the ruined castle of *Seravalla*, built by the *Malaspinas* in the 12th centy. The view from it is particularly fine, and the traveller will readily admit that nowhere in the island has he

seen a view which for richness and beauty can compare with it.

About a mile higher up, on the l. bank of the river, is the church of the ancient city of *Calmedia*, the predecessor of the modern Bosa. It is dedicated to St. Peter, and was built in 1073. Once every year the Bishop goes here by water in solemn state to officiate. It is of the usual type of Pisan architecture, a great part of the walls are modern, but the original campanile is very perfect.

Excursion to Nuoro and Orosei.

There is a good road eastward from Macomer to Orosei, but the diligence only runs as far as Nuoro. The road passes through *Bortigale*, *Sitānus*, and *Bolatāna*; there are many Nuraghi visible on the mountain sides and even in the plains, as well as *Sepolturas de los Gigantes*, in all no fewer than 200 have been counted. Beyond Bolatāna the road passes a bridge over the *Tirso*; at this point another road runs northward to *Bottida*, *Bono* and *Ozieri*. Continuing, it traverses the territory of *Orotelli*, in which not a single village is passed during a distance of 28 kil. This district bears a very bad reputation.

Nuoro (Pop. 5700), 60 kil. from Macomer, is situated on a granitic plateau 580 metres above the sea. It has an Inn, the *Albergo del Progreso*, where one can lodge in tolerable comfort. The town contains nothing of interest, but at a short distance from it is a natural curiosity, the *Perda ballerina*, or rocking stone, a block of granite, the lower portion of which has become so much decomposed that it rests only by a small point on a second block. It could formerly be put in movement by the hand, but it has now ceased to rock; it was maliciously pushed out of its equilibrium. From this place to Orosei is a distance of 38 kil. There is no Inn there.]

After leaving Macomer the line continues to ascend, the gradient being

as much as 1 in 40. The highest point is

163 kil. *Campedda*, 680 metres above the sea; it then descends into a plain dotted over with Nuraghi, and eventually into an extensive oak forest. It passes through several tunnels and deep cuttings before arriving at

180 kil. *Bonorra* (Pop. 5208), 453 metres above the sea. The line now enters a rocky district, followed by fertile valleys. Here may be observed from the train several shepherds' huts built of stone, strongly resembling small Nuraghi, before noted as a custom similar to that prevailing in Menorca.

187 kil. *Giāve* (Pop. 1825), a village 3 kil. to the rt. of the station.

[An omnibus starts hence daily for *Cossuine*, *Pozzomaggiore* and *Padria* to the S.W.]

192 kil. *Terralba* (Pop. 1386).

On the hill above it is the ch. of *S. Pietro di Torres*, formerly a bishop's see, now falling into ruin; the ch. is built of alternate courses of white and black marble, and contains some curious specimens of mediæval sculpture. Two miles before reaching Terralba the road to *Alghero* branches off on the l. of the national route; opposite is the chapel of *Cabu-Abbas*, and a fountain, which rises at the extremity of a current of lava descending from the volcanic crater of *Keremule* on the rt. A short way beyond this are two of the most remarkable Nuraghi in all Sardinia; that of *Sant'Antino* has all the central chambers rising in 3 stories, one above the other, and, although the entrance is encumbered with rubbish, there is no difficulty in penetrating into it: this passage opens into the spiral staircase which communicates with the several chambers. This *Nuraghe* is placed on a triangular basement, at each of the angles of which are conical chambers, communicating by a subterranean corridor. The *Nuraghe Otti* is close to the line on the rt. Its principal cone is flanked on the E. and S. sides by

three smaller ones connected with it, by a terrace, giving to the whole the look of a mediæval stronghold.

[An omnibus runs daily to *Tiesi*, *Ittiri*, and *Alghero*. (Pop. 9839.) Capital of the province, and a bishopric: it is well built, scarcely a dozen feet above the level of the sea, which surrounds it on three sides. Founded in 1102 by the Dorias, Alghero was, during two centuries, the principal station in Sardinia for its maritime trade with Genoa. In 1238 it fell into the hands of the Pisans, but returned to the Genoese, who lost it again in 1354, when, after a memorable siege, it was taken by the King of Aragon; upon which, the inhabitants abandoning it, they were replaced by a colony from Catalonia, whose language is still spoken. Here Charles V. landed during one of his expeditions to Africa in 1541. The house which he occupied now belongs to the Maramaldo family, and is known as the *Casa Albis*. The port is now of little importance, and is chiefly the resort of the boats employed in the coral-fishery.

The cathedral dates from 1510; the altar of the Holy Sacrament and the monument of the Duke di Montferrat (ob. 1799) are the only objects worthy of notice in it. The fortifications have been raised by the different powers that have ruled over Sardinia. The tower called *Lo Sperone* was for 22 years the prison of *Vincenzo Sulis*, the leader of the popular party at Cagliari in 1794.

Besides coral, the coasts about Alghero produce the *Pinna Marina*, the silky filaments or *byssus* of which form a branch of trade.

If the weather permits, the traveller may take a boat and visit the celebrated Grotto of *Nepruna*, but this is only possible in very calm weather. The distance is about 14 m.; it will be necessary to carry materials for lighting the cave. The first chamber, or vestibule, offers little to detain us. The second must be crossed in the boat, as it is filled with water about 20 ft. deep; here we row among a

forest of stalactites some 60 ft. in circumference; further on a vast hall appears to rest on a grand central stalagmite, beyond which opens the third chamber, where the visitor can land, and roam round galleries 300 and 400 ft. long. A second, but much less interesting grotto, *dell' Altare*, may be visited in all weathers from *Porto Conte*.

The bay of *Porto Conte* offers a safe anchorage in case of bad weather.]

The line here diverges from the national route, and enters a large stretch of pasture land and forest, now rapidly disappearing.

206 kil. *Mores*. (Pop. 2388.)

213 kil. *Chilivāni*. The junction of the line to Terranova. A short time ago this had neither house nor tree; now quite a village is springing up, and many eucalyptus have been planted.

Some slight refreshment may be obtained here. Carriages also may be hired.

After leaving *Chilivāni* the line traverses the *Campo di Oleri*, a rich pastoral country, as far as

224 kil. *Ardara* (Pop. 373), a miserable little village picturesquely situated on a hill surrounded by ravines, the square topped hill of *Monte Santo* forms a fine background to it. It was at one time the residence of the Judges of Torres, but the only souvenir of its greatness is its basilica, built in the 12th century. The high altar bears the date 1107. The pillars of the nave are evidently from older buildings, perhaps from Torres. There are some curious paintings in the Sacristy by the Arch-priest *Catacolo* (1515). The building greatly resembles *Sulpicio* at Terranova, but it has a lofty bell-tower.

After passing this station the country becomes more wooded, and we pass over a succession of lava beds, in which are several volcanic peaks, a very conspicuous one being close to the village of

233 kil. *Ploaghe*. (Pop. 3453.) The

town is at some distance to the N.E. of the station. Near it is a remarkable Nuraghe, called *Nieddu* "the black," on account of the colour of the volcanic stones with which it is constructed. It consists of two stories, well preserved, and its stones are carefully dressed.

The costume of the women here is very picturesque; they wear a brightly coloured bodice and petticoat, but what especially distinguishes them is a large blue handkerchief with a yellow cross on it, which they wear over the head like an Arab's veil.

Immediately after leaving the station we pass on the l. the ruined Abbey and Church of *Salvenèro*, created by a bull of Innocent II. in 1139. It is situated on a plateau overlooking the valley below. The church has a single nave, and is built in the form of a Latin cross, of alternate courses of white and black stones; the roof is of open woodwork like all churches of a similar period in the island.

About 4 kil. further on, in the large deep valley below the plateau of *Coloru*, is the ancient ruined monastery of *Saccargia*. The tall bell-tower of its church is a prominent object in the landscape. It was founded in 1112 by Constantine de Torres and his wife Marcusa, who gave it to the Benedictines of the order of Camaldole. When these were expelled from the island in the 15th cent. the monastery was allowed to go to ruin, and the church was made over to the secular clergy, and attached to the parish of *CODRONGIANUS*. It is in the Pisan style of architecture, built in alternate courses of black basalt and white calcareous stone, probably none of the present building is older than the 14th cent. The façade and the detached bell-tower are very effective; the former has a portico of 3 arches in front and 2 in the sides. The interior is in very bad repair. There are some very ancient frescoes in the apse, and above the altar an image of the Virgin, which has a considerable local reputation, whence the church is usually called *LA MADONNA DI SACCARGIA*.

242 kil. *Campomela*. Near this a road leads to the mineral springs of *San Martino*, very rich in carbonate of soda, and containing free carbonic acid gas.

246 kil. *Scala di Giocca* (*Road of the Snail*, on account of its windings), in a very beautiful valley. The line now winds through very grand scenery to

253 kil. *Tissi-Usini*, a station serving two villages at some distance south. Thence it passes through an uninterrupted series of orchards and gardens to

260 kil. *Sassari*. (Pop. 32,624.)
Inns: *Albergo Bertrand, A. d' Italia*, both tolerable, but dirty. *Albergo S. Martino*, more modest, but clean.
British Vice-Consul: Camillo Belieni.

It is the capital of North Sardinia, the seat of a university, an archiepiscopal see, and the chief town in the island next to Cagliari.

The town has an air of prosperity, even greater than Cagliari: it is built on the slope of a hill 175 metres above the level of the sea, and traversed in its whole length by a principal street, which used to end at an old Aragonese Castle. This has, however, been destroyed to make place for barracks, and the town has extended itself far beyond its original limits. One very large square beyond the barracks contains on one side the palace of the *Prefecture*, and on the other that of *Baione Giordano*.

The *Cathedral* is not interesting, but it contains a good picture of the school of the *Caracci*, and the tomb of the Comte de la Maurienne, brother of Victor Emmanuel I., who died here in 1802, during the emigration of the royal family. He was governor of the town. The monument is by a sculptor named Finelli.

There is a very curious fountain at the foot of the hill, which until lately afforded the only water supply of the town; even now donkeys with small

arrels of water may always be seen ascending from it. In 1879 a new queduct was opened, and the city is now abundantly supplied with water. This fountain, called IL ROSELLO, is a large marble edifice adorned with statues, and having 12 streams of water gushing out from lions' heads and dolphins. It is crowned with a small equestrian statue of San Gavino. An inscription tells us that it was built by Philip II. in 1605.

There is a very valuable MUSEUM of the antiquities of the island in the house of St. Vittorio Sclavo, made by his late uncle Monsignor Sclavo, Grand Vicar of the diocese. He is always glad to show it to strangers.

The town contains a number of curious old houses, such as the *Episcopal Palace*, that of the *Duc de Vallombrosa*, now occupied by the municipality, and several others. There is also a very well kept public garden, a most agreeable promenade.

Close to the rly. station is a small, but very characteristic chapel of the 12th cent. dedicated to *S. Biagio*, attached to a cemetery.

[A pleasant excursion from Sassari is to the village of *Oallo*, which may be done by carriage in 5 hours (12 frs.).

The road passes between extensive olive-groves and through some of the richest and best cultivated land in the island. The village is beautifully situated on a hill about 2000 feet above the sea, and commands a magnificent view of the country round in every direction, even as far as the coast of Corsica. The hill on which the village is built is a vast volcanic protuberance; it is crowned by the ruins of a castle built by the Marquis Malespina in 1272; in 1845 it was occupied by the Dorias, in 1390 it was given up to the King of Aragon, when it was allowed to fall into ruins.

Nowhere in Sardinia are the national costumes seen better than here. The corsets of the women are bright with

colours, gold embroidery, and silver buttons.

Another excursion may be made to *La Madonna di Saccaragia* (see p. 376). A carriage (12 frs.) cannot approach it nearer than the village of *Codrigianus*, beyond which it is a good half hour's walk.]

266 kil. *S. Giovanni*.

280 kil. *Porto Torres*. (Pop. 2698.)

Means of Communication.—*Italian Company*, a steamer every Monday at 8 A.M. to Leghorn and Genoa, returning on Monday evening. Another every Wednesday at 9 A.M. to Maddalena, Bastia, Leghorn and Genoa, returning on Wednesday night; a third line starts on Friday evening for Sta. Teresa, Maddalena, Terranova, Sinicola, Orosei, Tortoli, Muravera and Cagliari, returning on Wednesday at 4 P.M.; a fourth to Maddalena, Civita Vecchia and Leghorn every Sunday night, arriving on the return voyage on Thursday morning.

A vessel of the *Freycinet Company* goes to Ajaccio and Marseilles on Sunday morning.

There is a poor Inn at Porto Torres, where the traveller can hardly pass the night without inconvenience.

Porto Torres, built on the site of the Roman *Turris Libyssonis*, was reduced to the state of a poor village in the Middle Ages; since the establishment of the steam-packets between the mainland and Sardinia it has regained a certain importance; but the insalubrity of its climate, and its proximity to Sassari, will probably prevent its becoming a large or flourishing town.

The small harbour is convenient; the stream that empties itself into it is crossed by a Roman bridge of several arches, behind which are marshes, the cause of the insalubrity of the place. Between the port and the bridge are the ruins of a large temple dedicated to Fortune, alongside of which stood a basilica, to which has been given the name of *Il Palazzo del Re Barbaro*,

probably from Barbarus, the Roman governor in the first years of the 4th century.

The traveller should not omit visiting the *Basilica* of S. Gavino, a most interesting building of the 11th cent., indeed almost the only thing of great ecclesiastical interest that the island contains. The nave is supported on marble and granite columns, some of them fluted, some with Corinthian capitals, others having grotesque representations of animals; these were obtained from the Temple of Fortune near the seashore.

It has two apses, one at the east, and the other at the west end; underneath the church is a crypt; the chapel at the end is raised higher than the rest, and forms the tribune above. It contains the tomb of the saint, some Roman sarcophagi, one of which is richly sculptured, and figures of saints around the altar.

The roof the church is of open wood-work, the trusses being placed very close together. Exteriorly it is ornamented with round-headed arches and pilasters between each pair, exactly like the church of S. Sulpicio at Terranova. Outside the atrium is an ancient column raised on six steps supporting an equestrian figure of S. Gavino.

There is a grand Roman bridge near the sea, carried slantways over the mouth of the river, with 7 arches.

[The island of *La Maddalena* is much more conveniently visited by sea than by land. It was the *Iba* of the Romans, and is an immense mass of granite with some cultivation. The principal town on the seashore contains 2000 inhab., and as seen from the sea has an appearance of prosperity. The population is entirely given to maritime pursuits; the women are considered very beautiful. On landing, the traveller will see a shell placed on a marble pedestal, which was fired against the town in 1793 by young Napoleon, then a Lieutenant of artillery, during an unsuccessful attack of the French against it. It was in the

roads of *La Maddalena* that Lord Nelson established his principal rendezvous when he commanded the Mediterranean fleet in 1803-4. S. of *La Maddalena* is a singular rock which, seen from the sea, resembles a bear seated; the promontory on which it stands is called the *Capo dell' Orso*.

A steamer of the *Italian Company* calls every Sunday morning, coming from Genoa, Leghorn and Bastia, and going on to Porto Torres. The return vessel touches here on Wednesday evening. Another line touches here every Wednesday morning from Cagliari to Porto Torres, and on the return voyage every Friday afternoon. There is a third from Leghorn and Civita Vecchia on to Porto Torres, calling here on Thursday morning, and on the return voyage on Saturday night.

Near the S.E. coast of the *Maddalena*, and somewhat less in extent than it, is the island of *Caprera*, famous as the residence of Garibaldi, where he died on the 2nd June, 1882, and where he was buried some days afterwards with every mark of respect with which the Italian nation could invest the ceremony.

He purchased the island and built a small house on it, where he spent the evening of his life in the greatest retirement and simplicity, only broken by periodical visits to the mainland, which would have been better unmade.

ROUTE c. FROM CAGLIARI TO TERRANOVA.

By railway to Chilivani junction: see Route a. (213 kil.)

218 kil. OZIERI (Pop. 7965), 203 metres above the sea. The town is 6 kil. S. of the station, situated in rich pasture land watered by the Ozieri river. About 5 or 6 kil. from the station, on the r. of the road leading to Castel Sardo, is a very fine *Nuraghe* with two stories of chambers well preserved.

[From Ozieri there is an omnibus every day to Pattada, Bultei, Bono, and Bottitola to the S.]

235 kil. OSCHIRI (Pop. 5210), a flourishing village close to the station.

[An excellent road and daily omnibus join this with the important city of

Tempio (Pop. 10,096), capital of the province of Gallura, the seat of a bishop, and at an elevation of 1880 ft. above the sea. Its streets are wide, the houses low, and built of a grey granite; it has a poor *albergo*, that of *Bonchristiano*. The cathedral and other churches have little worthy of notice. N.E. of the town, on the road to Nuchas, is a Nuraghe, so colossal as to be called *Nuraghe Majori*.

Tempio, although a city in name, has preserved all the characteristics of the town of a pastoral community. The sheep-shearing is here the great event of the year, and brings about those assemblies or fêtes called *Graminatorgiu* or wool-pickings (from *graminare*, in Sarde, to pick), where all the females of the locality assemble, and, after having performed their task, and by entertainments, dancing, &c. The wool merely serves for making the coarse serges called *furresi*, which are manufactured by the different families; none are exported. Tempio is at the N. foot of the granitic chain of *Mont Limbara*, some of whose peaks rise to a height of 4000 ft.

There is a carriage road between Tempio and the island of La Maddalena, but we would scarcely advise the tourist to give up the two days necessary for travelling it, if he be not prepared to rough it to the full extent of the term. The scenery amidst the granite mountains, however, is very fine. Should he be induced to undertake the journey, he must secure a guide, and carry with him everything in the shape of provisions and bedding, since he must sleep out of doors. The road, after descending to the river

Carana, crosses the granitic chain, on one of the summits of which is *Monte Santo* or *Logu Santu*, where there is a ch. of the 13th cent. At *La Caruccu* the road branches off to Sta. Teresa di Gallura, the telegraphic station between the island and the mainland of Italy and to Corsica. From here, following the Liscia torrent, and leaving its mouth on the l., we reach the uninhabited station of *il Farau* on the beach: one is not always sure to find a boat to reach the island, 2½ m. in the offing; but one will come over, weather permitting, on making the understood signal, a bonfire.]

245 kil. *Berchidda*. (Pop. 1400.)

262 kil. *Monti*. (Pop. 1117.) Excellent sport may be had here. From Monti a road runs south through the centre of the island, passing Nuoro.

274 kil. *Enas*.

After leaving Oschiri, there are no more Nuraghi, we enter a wild and mountainous country, still covered with forests of cork and ilex; but it is grievous to witness the rapidity with which these are being cut down for the purpose of making charcoal. From this district alone 20,000 tons are exported every year to France and Spain. The same thing is going on at Tortoli and elsewhere, and soon the landowners will discover that they have killed the goose that laid their golden eggs. The scenery is very fine, the line running for some distance under the southern slopes of the granitic mountain of *Limbara*, one of the highest in the island, reaching an altitude of 1320 metres. The whole country here is exclusively granitic, as far as the sea-coast.

284 kil. Terranova, the ancient *Olbia*, and subsequently *Pausania*: (Pop. 2862.) Sr. J. Tamponi, *British Vice-Consul*; also agent of the Italian Mail Steamers.

Inn: *Locanda L'Avvenire*, fairly comfortable.

Means of Communication.—Daily steamers of the *Italian Company* to Civita Vecchia. One steamer weekly

of the same company from Leghorn to Cagliari, touching at La Maddalena, Terranova and the ports to the south. A second weekly steamer from Cagliari, touching at the intermediate ports. As all these arrangements are at present (1882) in a state of transition, travellers must consult the published itinerary of the Company.

Terranova is a quiet little seaport, situated at the end of a long and narrow bay running westwards from the Gulf of Terranova. It is so narrow and shallow that vessels of any size cannot approach the town, passengers go off in a small steamer. A railway has been sanctioned to the GULF OF ARANONI, a little to the north, where there is an excellent harbour, and where a new town will speedily spring up.

There are very few remains of the Ancient Alba, of which Cicero's brother was praetor. In the garden of the English Vice-Consul's residence at the Marina there is a fragment of the city wall remaining, and he has collected a number of antiquities, all dug up in his garden.

Near the railway station is the BASILICA OF S. SULPICIUS, of the 11th cent. Exteriorly it is decorated with round arches, having a pilaster between each pair. Interiorly it consists of a nave and two aisles, separated by seven arches on each side; these are supported indiscriminately on granite columns and square pillars. The windows in the sides and clerestory are mere loopholes. The old roof still exists, it consists of rafters and tie-beams set close together. In the apse above the altar is a curious gilt figure of the saint to whom it is dedicated, and who is the patron of the town. Under the altar is a crypt, and one of the steps is formed of a curious piece of sculpture, built in upside down, consisting of two recumbent figures, between whom is the inscription *Maria Zolia Filia*. Like every house in the village, this church is built of grey granite. It was recently used as a barrack. Mass is, however, said once a year on the fete of S.

Sulpicio. The inhabitants of Terranova look very much as if they were all engaged in the charcoal trade. The women have the curious custom of wearing one of their spare petticoats over their heads, as a mantilla.

Terranova is an excellent centre for sport.

A good road runs south from it all along the east coast of Sardinia, but as yet no public conveyances go in that direction.

ROUTE d.—CAGLIARI TO IGLESIAS AND THE GULF OF PALMAS BY RAIL.

The embranchment to Iglesias is at 17 kil. *Decimomannu*. Thence the line commences to ascend, lagoons disappear, well-cultivated villages succeed. The following stations are passed:—19 kil., *Uta*; 30 kil., *Siliquis*; 45 kil., *Musei*; and finally we reach,

54 kil., *Iglesias*.

Inn: *Leone d'Oro*, fair.

This is the great centre of the mining industry in the S.W. region of the island. It is beyond the influence of the malarious districts, and its position and salubrity combine to give it an air of prosperity and comfort unusual in Sardinian cities. Above the town, on an extensive plateau, are the picturesque ruins of an ancient castle.

Three miles W. of it is a famous natural curiosity, half tunnel, half gorge, through which both high road and river run side by side. It is well worth seeing, but the trains will not admit of one visiting it without sacrificing a day.

The whole of the S.W. coast in this neighbourhood is rich in mines. Minerals of various kinds, but especially argentiferous lead-ore, to the amount of 16 millions of francs, were exported during the year 1876-7. As there is no good anchorage at *Porto Soma*, vessels coming for minerals generally anchor under the shelter of *San Pietro*, the capital of which is *Carlo Fort*. This island was peopled in 1741 by

refugees from Tabarca, on the coast of Africa (see p. 28).

A rly. has been constructed from the *Montepòni* mine to *Canelles*, now called *Porto Vesme*, near Porto Scuso, for the transport of minerals from that and other adjacent mines.

The island of *Sant' Antioco*, which can be more conveniently visited from Porto Botte, in the Gulf of Palmas, to which there is a carriage-road from Gonnessa of 11 m., is double the size of that of S. Pietro, with only 2 villages, *Calassetta* and *Sant' Antioco*; the former of Genoese, the latter of Sardinian origin. *Sant' Antioco* is on the site of the Roman *Sulcis*, and many of its houses are built of ancient débris. A large proportion of the population live in grottoes on the hillside, and which were probably once sepulchral caverns. The island is connected with Sardinia by a Roman bridge and causeway, a little way S. of S. Antioco; this, although in ruins, still serves for its original purpose. Between the village and the ancient port is a mediæval fort, built of Roman materials.

The islands of *S. Pietro* and *S. Antioco*, as well as the adjoining coast of Sardinia, are favourite haunts of the tunny-fish of the Mediterranean. It is here that exist the *tonnaras* of *Porto Paglia*, *Porto Scuso*, *Isola*, *Piana*, *Cala di Vinagre* and *Cala Sapone*, which have been the origin of several of the large fortunes of the island. The 3 first of these *tonnaras* are still very productive, and the traveller visiting the island in May would do well to witness this extraordinary fishery. Sometimes as many as 400 fish, each 12 ft. long, and weighing from 1200 to 1500 lbs., are taken in a single haul.

ROUTE e. CAGLIARI TO NUORO AND THE MOUNTAINOUS DISTRICT OF LA BARBAGIA.

This is now best reached by rly. to Macomer, thence by diligence to [*Mediterranean*.]

Nuoro. Near BOLATANA, at about 4½ kil. beyond the *Cantineria Signora Marta*, there is a branch road leading S. and joining the rly. at SAMASSI.

It is quite impossible in such a work as this to give detailed information regarding travel out of the beaten paths. The tourist must provide himself with the excellent map and itineraries of Sig. Odone before quoted, and with a guide (see p. 364). There are many interesting excursions to be made, such as to *Fontana Congiada*; the *Punta Bruncu Spina*, the highest point of the island, 6293 feet high, which can be reached on horseback; the pass of *Corr-e-boi*, 4180 ft.; the forests on the l. bank of the *Flumendosa*, and many others.

It is impossible to exaggerate the beauty of the roads and forests traversed during the preceding excursions, especially about *Perdaliana*. It is not unusual to fall in with herds of deer and moufflons. The *Flumendosa* and its affluents swarm with fish; and if one applies for hospitality to a village priest, he may be sure to find excellent trout for supper.

102.—THE LIPARI OR ÆOLIAN ISLANDS AND USTICA.

A group of 7 islands off the N. coast of Sicily, consisting of *STROMBOLI*, *SALINA*, *LIPARI*, *VULCANO*, *FILICUDI* and *ALICUDI*, with several rocks and islets. They are all mountainous and evidently of volcanic origin.

There is communication with Sicily about twice a week. The boats are small, and leave Messina at midnight.

a. *Stromboli*, the ancient *Strongyle*, is about 8 m. in circumference, conical, and rising 3090 ft. above the sea. It is an active volcano, the crater facing the N.W. Captain Smyth thus describes it in 1815: "When the smoke cleared away we perceived an undulating, ignited substance, which at short intervals rose and fell in great agitation, and when swollen to the

utmost height burst with a violent explosion, discharging red-hot stones in a semi-fluid state, accompanied by showers of ashes and sand and a strong sulphureous smell."

The ascent occupies about 2 hrs. The eruptive force of the volcano is said to be always weaker in calm than in stormy weather.

Notwithstanding the existence of this volcano, the cultivated portions of the island are extremely fertile.

b. *Panaria* (anc. *Euonymus*) is $1\frac{1}{2}$ m. in length, and 1 m. in breadth; the greatest height being 1430 ft. The soil is rich and well cultivated. There is a village on the eastern shore.

c. *Salina* (anc. *Didyme*), 4 m. long by 3 broad. It possesses several warm springs, and the remains of the ancient baths still exist on the W. side; it produces abundantly, and an excellent *Malvasia* wine is made here.

There are 3 anchorages where small vessels may lie, each distinguished by a small village surrounding a church. There are also salines, whence the island derives its name.

d. *Lipari* (anc. *Lipara*), the principal island of the group, separated from the last by a channel $2\frac{1}{2}$ m. broad. It is $5\frac{1}{2}$ m. long and 4 m. wide; its chief features are the mountains *S. Angelo* (1978 ft.), near the centre, and *della Guardia* on the S. The interior is very rugged and broken, with sterile hills of lava and vitrified substances. Between are deep ravines, and there are 2 plains, which produce excellent fruit, corn, vegetables and Malmsey wine. *Lipari* has not been actually in eruption for many ages, but contains hot springs, and the *Secca di Bagno*, or vapour baths, described by Diodorus Siculus.

The town stands on a steep declivity on the S.E. side of the island. Though fairly clean and flourishing, it has very poor accommodation for the tra-

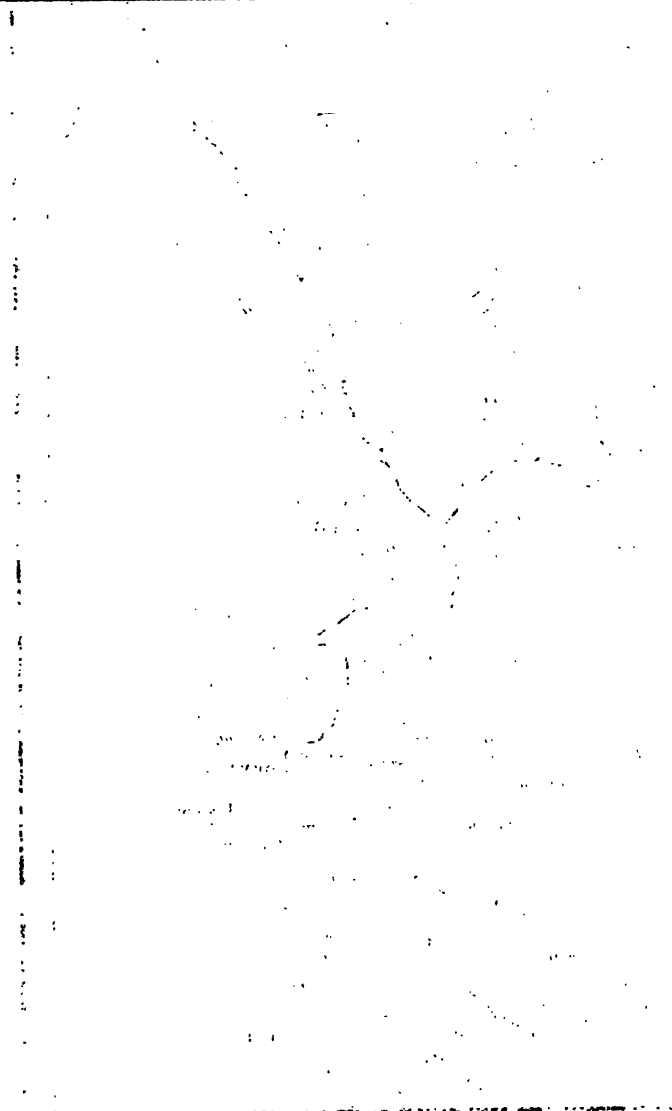
veller. The water off it is deep, 30 to 50 fms. close in, except in front of the beach N. of the town, where there is a reef with 3 fms. About 16 or 17 small vessels can lie between this and the castle.

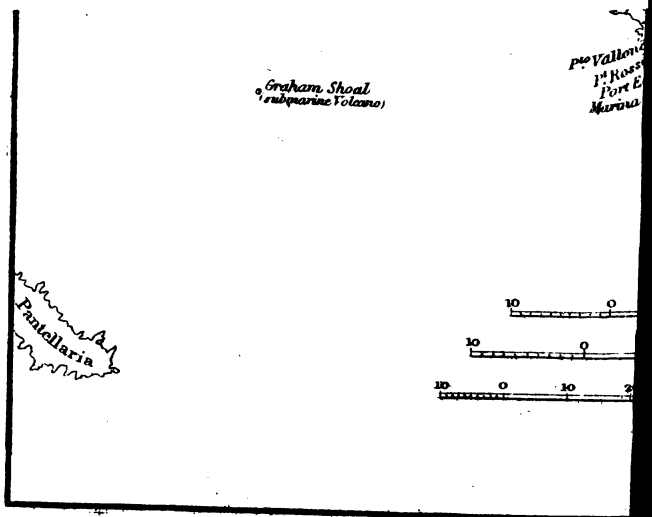
The best anchorage is the *Pignatario*, where a buoy is placed: it is only exposed to the S.E. This is the most convenient place for a yacht to anchor: excursions can be made from it to the other places of interest.

This is a penal settlement, and 400 convicts are generally stationed here.

e. *Vulcano* (*Hiera* or *Vulcania*) is the most southerly of the group, $\frac{1}{2}$ m. from the Sicilian shore, opposite *Milazzo*. Its length is 5 m., and breadth $2\frac{1}{2}$ m. The southern portion is a plain, elevated 1000 ft., and from its N. border rises *Mt. Saraceno* (1600 ft.). The N. part of the island shows the remains of an ancient crater, in which rises a cone still active. Its height is 1200 ft., and the crater is 300 ft. in depth, and may be safely visited. Virgil records the fable that this was the residence of Cyclops, who there made arms for Vulcan. From the crater boracic acid, sal ammoniac and sulphur have been obtained, to a limited extent. *Chemical works* have been established by an English company in the crater. On the S.W. side of the crater, about 20 ft. from its floor, is a large opening, apparently going down a considerable depth into the heart of the mountain. Loud noises are heard within it. Hot sand and blue and green flames are frequently emitted from this *bocca*. On the N. side of the island is a small hill, called *Vulcanello*, which was formed B.C. 200, but is now extinct. It is joined to the main island by an isthmus, thus forming a small harbour; the entrance is from the E., and it affords tolerable anchorage, with a depth of 15 fms. At the upper part are 2 small hills of alum rock.

In 1874 the property in the island passed into the hands of a Glasgow





and considerable progress made in planting vines and which grow luxuriantly. The soil is good, but at present no accommodation for visitors.

(*Phonicusa*), an extinct with 3 summits. History, records no eruptions. It is 1½ m. broad, and rises to the sea. On the western remarkable grotto, a perforation of 60 ft. wide and through which a boat can pass the entrance to a natural which gradually widens into a magnificent cavern.

(*Ericusa*), the most west group, about 4½ m. in circumference, rising abruptly as a cone 172 ft. high. The coasts are craggy. There is no anchorage, and only 2 difficult passages on the S.E. and N.E.

h. USTICA,

at *Ostodea*, an island W. of Alicudi, in the Lipari group, and 27 m. N. of Cape Sicily, forms an excellent anchorage for vessels bound to Palermo westward. It is 2½ m. in length and nearly 2 in breadth, composed of volcanic substances, and well cultivated. On the north side of the island there are grottoes, with deep water in the sea was in former times used as a refuge by the inhabitants from foreign cruisers. There are traces of three extinct volcanoes. Boats cannot land travellers, carried ashore on the boatmen's shoulders. This is now a penal colony. The inhabitants and their customs are extremely interesting and well known. There is good shooting in the island. The island contains numerous ancient tombs. [Mediterranean.]

The only town is *Santa Maria*, on the N.E. side of the island; it has a small harbour, safe from all winds but the Sirocco. Its principal mountains are the *Falconiera* on the E., and the *Quadriga di Mezzo* (3411 ft.) on the W. There is steam communication once a fortnight with Palermo, but no *Im.*

103. ISLAND OF SICILY.

SICILY, the first island in the Mediterranean, rivalling Sardinia in size, and far surpassing it both in importance and in the place it has occupied in history, lies between lat. 36° 38' and 38° 18' N., and between long. 12° 25' and 15° 40' E. It has the form of an irregular triangle. The N. side of the island is 215 m.; the E. side, 145 m.; and the S. side, 190 m. in length. The circumference, taking the sinuosities of the coast into account, is estimated at 624 m.; the area is about 10,556 sq. miles. Sicily lies to the S.W. of Italy, at the very toe of the boot, the promontory of Pelorus being little more than 2 m. from the mainland, separated by the channel which in ancient times was called *Fretum Siculum*, and is now known as the Straits of Messina.

The greater portion is more or less mountainous. In the centre of the E. coast rises, in lonely grandeur, the great volcano of Etna, to the height of nearly 11,000 ft., towering far above all the mountain chains, from which it is completely isolated. From Cape Faro a chain of mountains stretches along the coast towards Etna; but at Taormina it turns off to the W., extending quite across the island, though much nearer to the northern than to the southern shore, and rising into an elevated group in the centre of its course. The range from the Faro to Taormina was of old called the *Neptunius Mons*, but is now known as the Peloric chain: it attains, in Monte Dinnamare, the height of 3260 ft. That which crosses the island westward from Taormina, anciently

the *Nebrodes*, now goes by the name of the Madonian Mountains. In the Pizzo di Palermo it reaches the altitude of 6328 ft. Towards the W. it breaks up into irregular and often detached masses; and on the coast shows a series of bold headlands, some of which, as Monte Pellegrino (1963 ft.) and Monte S. Giuliano (2184 ft.), are quite isolated. About the centre of the range a chain of lofty hills, broken by deep valleys and precipitous ravines, branches off to the S.E. through the heart of the island, sinking in the Val di Noto into table-lands, which gradually shelve down to the sea at Cape Passaro. From the Madonian range, the great watershed of the island, inferior chains diverge to the S., with a gradual sinking of the ground, so that while the northern and eastern coasts, where the mountains impend in abrupt headlands over the waves, present some of the most picturesque scenery in Europe, the western and southern, where the high ground meets the shore in long easy slopes, are comparatively monotonous and tame.

There is little level ground in Sicily; but here and there on the coast, where the mountains recede from the sea, there are wide tracts of low, level land, generally of great fertility. The largest is the great Plain of Catania. The others are those of Palermo, of Castellamare, on the northern coast, and of Licata and Terra Nuova on the southern.

The rivers are numerous, but small. The principal are the Fiume Grande, on the N.; the Simeto or Giarretta, the Cantara and the Anapo, on the E.; the Salso, the Platani and the Belici, on the southern coast. There are, moreover, a multitude of small streams, which in the hot season are nearly or entirely dried up, but after heavy rains swell suddenly into furious torrents.

Sicily has few Lakes. The largest, called the Biviere di Lentini, varies from 10 to 20 m. in circumference, according to the season. The Lago di Pergusa, in the heart of the island, is

the renowned *Lake of Enna*, where Pluto is fabled to have seized Proserpine. The Lago de' Palici, in the S.E., is of volcanic formation. The others are the Biviere di Terra Nuova, the Lago Cantaro, near Capo Granitola, and small ones in the neighbourhood of Montallegro and Randazzo.

The Harbours are—Palermo, on the N.; Trapani, on the W.; Messina, Agosta and Syracuse, on the E. The long stretch of the southern coast is without a port. Thus, while the other sides of the island are not perilous for navigation, the southern, from its low elevation and its exposure to the fiercest gales from the W. and S., is extremely dangerous in winter.

Sulphur, gypsum and rock-salt form the principal items in the mineral wealth of Sicily. Bitumen abounds on certain sites in the centre of the island. Anthracite and petroleum are also met with. Alum is not wanting, though more abundant in the Lipari Islands than in Sicily. Serpentine and steatite are found; alabaster is quarried in some districts; and the marbles of the island, for variety and beauty, rival those of any country of Europe. Carnelian and lapis-lazuli are met with; agates and chalcedonies are abundant, the former of old giving their name to a stream on the S. coast; and of jaspers no less than 54 varieties are known. Amber is found at the mouth of the river Simeto. Silver, copper, lead, iron and antimony exist in the Neptunian range. Medicinal springs, hot and cold, are numerous; and have been for ages reputed of great efficacy in paralytic and cutaneous disorders. Alkaline springs are found at Termini, sulphureous ones at Sciacca, Segesth, Cefalù, Ali and Mazzarino; and ferruginous, at Messina, Noto, Solafani, Mazzara and Santo Vito.

The Climate is equal to that of any place on the northern shores of the Mediterranean, perhaps more enjoyable than most. In the hottest season the thermometer rarely rises above 90° or 92° Fahrenheit; and in

the depth of winter seldom falls as low as 36°. The mean temperature of the year at Palermo or Messina is about 64°; though at Catania and on the southern coast it is as high as 68°. The mean height of the barometer, according to Admiral Smyth, is 29°·8. The annual amount of rain is about 26 in. The number of days on which rain falls is about 64. In Palermo it is calculated that there are in the course of the year—of brilliant days, 49; of fair, 107; of cloudy, 49; of variable, 42; of dull, 78; of gloomy, 40.

During the summer months the heat is almost as great, yet hardly so oppressive, as in the tropics; for it is tempered by the insular position, by the sea-breeze, which springs up about 9 or 10 in the morning and continues through the hottest hours of the day, and by the land breeze, which sets in an hour or two after sunset and renders the nights in summer always cool. From May to September rain rarely falls, excepting sometimes a break in the month of June, the landscape is parched, and vegetation languishes. A few showers occur about the autumnal equinox, but the heavy rains do not commence before November, when they descend often in torrents, sometimes accompanied by thunder-storms. The winds then become boisterous, and the temperature chilly. Snow is very rare in the cities of the coast, and frost is almost unknown. In the worst season there are intervals of bright sunshine; and the new year almost invariably brings with it sunny and warm weather, chequered with occasional cold and wet in February and March.

The island is now divided into 7 Provinces: those of Palermo, Messina, Catania, Noto, Caltanissetta, Girgenti and Trapani; and the population of these aggregate about 2,700,000 souls.

Notwithstanding the want of water experienced by most places in the basin of the Mediterranean, and the rudeness of its agriculture, Sicily still yields an abundance of grain, and of

excellent quality, especially in the plains of Catania, Terra Nuova and Licata.

The vine is extensively cultivated. The best known and most esteemed wines are those of Marsala, which are made from grapes collected throughout the island; largely from Catania.

The cultivation of the olive is of very ancient date, and forms one of the principal sources of the wealth of the island. The tree covers about 125,000 acres of land, exclusive of those districts where it is grown over corn. The annual crop is estimated at 15,000 tons, of which two-thirds are consumed in the island, and one-third exported, chiefly to France. The olive is almost confined to the mountainous shores of the northern coast, though it flourishes also in the Neptunian range from Messina to Taormina, at Caltanissetta, and on some sites in the Val di Noto.

About 80,000 acres in Sicily are planted with fruit-trees of various descriptions, a great source of wealth to the island. The principal fruits are oranges, lemons and citrons, the plantations of which cover about 19,000 acres. From Messina alone half a million of boxes are annually exported to England, the United States and the Continent of Europe. The fruit rejected as unfit for exportation is not lost. Essential oil is expressed from the rind, and citric acid from the pulp. Of this latter material from 20,000 to 22,000 salms are annually produced in the district of Messina alone. For exportation it is boiled down till all the watery parts of the juice are evaporated, and the acid, highly concentrated, becomes citrate of lime, which is extensively employed in calico-printing. Sicily enjoys a monopoly of this product. No portion of the fruit is wasted. Even dried orange-peel is shipped in large quantities to Germany and the north of Europe, to be added to beer, or converted into cordials.

The other fruits are the almond, chestnut, hazel-nut, &c. The karoub, or locust-bean, is grown extensively as food for cattle. The cultivation of

the *Sumach* (*Rhus Corticia*) occupies 27,000 acres; it is used principally for tanning and dyeing. *Manna* is obtained from an ash-tree (*Fraxinus ornus*); liquorice, hemp, flax, saffron, &c., are also important articles of commerce, and silk has been produced in the island for centuries. The tunny-fisheries also are extensive and productive, especially that of Palermo.

Although none of the remains of Hellenic art in Sicily equal the best specimens in the mother country, a greater number of splendid temples exist than we can trace the existence of in the whole Peloponnesus, or in the whole of Greece, exclusive of that peninsula. No city of Greece, except of course Athens, can show such magnificent remains of ancient art as are yet extant at Agrigentum, Selinus and Egesta. Roman remains are neither so numerous nor so important as might have been expected; very few monuments of the Byzantine epoch remain, although the art of the Eastern Empire continued to influence the architecture of Sicily for centuries.

The Mohammedans in Sicily, in the 2½ cents. of their domination, must have erected numerous edifices in character with their civilization and luxurious habits. The tendency of modern research, however, has been to deny to the Saracens, and claim for the Normans, the construction of many architectural remains which are in the style peculiar to the former people.

In the second half of the 16th cent. all other varieties gave place to the Renaissance, and the Italian style was gradually introduced.

The following is a very concise summary of the principal epochs in Sicilian history:—

B.C. 735—310. The Greeks. From the foundation of Naxos by Theocles, till the fall of Agrigentum, when Sicily became a Roman province. This period includes all that is most glorious and important in the history of the island; the foundation of its principal cities; the construction of its temples; the

entire destruction of the Athenian expedition at Syracuse; the first Punic war, and the invasion of the island by the Romans.

B.C. 310—A.D. 466. The Romans. Scipio Africanus restores the works of art carried off to Carthage. Augustus, St. Paul and Hadrian visit Sicily, and the Vandals drive out the Romans.

A.D. 466—535. The Vandals and Goths. The Vandals cede the island to the Goths, and Belisarius annexes it to the Eastern Empire.

A.D. 535—941. The Eastern Empire.

A.D. 941—1072. The Saracens take possession of the island, and are in their turn driven out by the Normans.

A.D. 1072—1194. The Normans. Roger, youngest son of Tancred de Hauteville, becomes first king. William III., his grandson, is deposed by Henry VI.

A.D. 1194—1266. The Swabians. Henry VI., Emperor of Germany, claims the crown in virtue of his marriage with Constance, daughter of Roger.

A.D. 1266—1282. House of Anjou. Charles I., Count of Provence, son of Louis VIII. of France, created King of Naples and Sicily by Pope Clement IV. His government terminated with the massacre known as the "Sicilian Vespers."

A.D. 1282—1505. House of Aragon. Pedro III. of Aragon chosen king, as husband of Constance, heiress of the House of Hohenstaufen, and descendant of Roger. The island was generally governed by viceroys.

A.D. 1505—1713. The Spanish Dominion. Ferdinand the Catholic, son of John II. of Aragon and Sicily, became possessed of the island. This period terminated with the "War of Succession," which lasted thirteen years. Naples was separated from Sicily, and the crown of the latter was

• Victor Amadeus, Duke of *Compagnie Générale Italienne*, which
unites the old *Florio* and *Rubattino*

the *Sumach* (*Rhus Coriacea*) occupies 27,000 acres; it is used principally for tanning and dyeing. *Manna* is the entire destruction of the Atlas expedition at Syracuse; the m...



given to Victor Amadeus, Duke of Savoy.

D. 1713—1720. House of Savoy. the peace of Paris in 1720 Sicily restored to Naples, and Sardinia given to Victor Amadeus in exchange.

D. 1720—1734. House of Austria. les VI., Emperor of Germany, ne King of Naples and Sicily.

D. 1734—1860. The Spanish Bour- Spain, France and England red war on Charles, and Don is, younger son of Philip V. of i, was crowned King of Naples Sicily at Palermo.

the advance of the French troops Neapolitan territory in 1798, Ferd IV. abandoned his continental nions, took refuge on board Nel- ship, and was conveyed to Pa- tri, where he remained till the Peace niens.

hen Joseph Bonaparte was pro- ted King of Naples in 1806, Fer- and again retired to Sicily, the sion of which was secured to by an English force. He recovered es by the treaty of Vienna, and med the title of Ferdinand I, g of the Two Sicilies. The dynasty ed when Garibaldi united both to ew Kingdom of Italy.

Palermo. (Pop. 230,000.)

British Consul: H. A. Churchill, C.B.

Consul of U.S.A.: Sampson P. ly, Esq.

ns: *Hotel des Palmes*, Via Stabile, mediately opposite the English arch, in a beautiful garden; *Trin-* a, Via Butera, with a fine view the Marina; *H. de France*, Piazza nna; *H. San' Oliva*, in the Piazza; *Argo Centrale*, Corso Vitt. Emanu- Alb. al Pizzutto, Via Banderia, 30. English Church, Via Stabile.

Italian Methodist Church, Palazzo tini, Via Macqueda.

Means of Communication.—The new

Compagnie Générale Italienne, which unites the old *Florio* and *Rubattino Companies*, has a vast ramification of lines all over the Mediterranean, of which the following are the chief, but the traveller should only trust to the time-tables. To Cugliari ever Saturday at 6 P.M.

One line from Marseilles to Odessa, touching at all intermediate ports, including Palermo, every week; voyage about 17 days. Another from Marseilles to Trieste, touching at intermediate ports, including Palermo, weekly; voyage about 17 days.

A third from Trieste to Constantinople, touching at the Piræus, weekly; voyage about 7 days. Also one to Palermo every Thursday evening, and *vice versè* every Saturday.

There are other lines from Marseilles to Malta, Tunis, Smyrna, Salonica, Corfu, and numerous coasting lines in Sicily itself and the adjacent islands.

The *Messageries Maritimes* have a weekly line from Marseilles for Palermo, Messina, Asia Minor, Syria and Alexandria.

Coal easily procurable; cost 40 to 44 frs. per ton.

Communication by land.—*Rly.* to Girgenti; to Catania, Syracuse and Messina; and to *Segesta*, Castelve- trano, Mazzara, Marsala and Trapani, twice daily.

Tramways run all round Palermo, starting every ten minutes. Carriages are cheaper and better here than in any other city of Europe. The course, 60 centimes.

The ancient *Panormus* was probably of Phœnician origin, and remained for some centuries in the possession of the Carthaginians, after the extension of the Greek colonies in Sicily. It played an important part in the struggles of that people with the Greeks and Romans there, and it became their great military and naval arsenal, and the centre of operations during the first Punic war.

Under the Romans it enjoyed great privileges. It was the last city wrested from the Goths by the Byzantines, to

whom it remained subject till 831, when, after a year's siege of unexampled horrors, in which almost the entire population was destroyed, it fell into the power of the Saracens.

These were so charmed with the beauty of its position that they made it the seat of their government, and raised it to a pitch of magnificence which it has never since surpassed. In 1122 Roger II. made it his metropolis, and it was ever afterwards the favourite residence of the Norman, Suabian and Aragonese princes, though not of Charles of Anjou. It did not cease to be the abode of royalty till Sicily became a part of the kingdom of Aragon in the beginning of the 15th cent.

This mixture of Byzantine, Arabic and Norman elements is still noticeable in the buildings of Palermo, and is one of its distinctive features.

The climate of Palermo in winter is extremely mild and pleasant, the town being sheltered from the coldest winds by the lofty hills which surround it. In summer the heat is tempered by the breezes from the N.E., which blow regularly during the hottest part of the day, and the nights are always cooled by the land wind. The mean temperature of the coldest month, February, is 52°, that of the hottest, August, 76·6°. Snow rarely falls, and never lies more than a day. As a winter residence it is probably better than any other place farther north, but not comparable to Algiers, or other places on the African coast.

The approach to Palermo by sea is wonderfully fine. It lies on the S.W. shore of its beautiful bay, near the foot of Monte Pellegrino, on a slope gently rising from the sea, in a sort of natural amphitheatre, formed by high and rocky mountains. The country between the city and these mountains is one of the richest spots in the Mediterranean, filled with orange, lemon, and other fruit-trees, and abundantly watered by springs and rivulets by a system of irrigation dating from Saracenic times.

The plain of Palermo, called the

Conca d'oro, or golden shell, on account of its shape and its great fertility, is about 25 m. in circumference, hemmed in by a grand chain of mountains of bold and varied forms. It is watered by the *Oreto*, which rises about 10 m. above Monreale, and falls into the sea $\frac{1}{2}$ m. E. of the city.

The town forms a parallelogram, with more depth than frontage to the sea, and with a perimeter of nearly 5 m. The city walls are not more ancient than the time of the Aragonese kings, or the early part of the 14th cent. They are not kept up as defensive works; some parts have been razed, others are built over, and others simply serve as barriers for octroi purposes. There are 15 gates: 4 towards the sea, 3 on the N.W. face, 3 on the S.W. side, and 5 on the S.E. front. Few only have archways, the rest being mere openings.

Two main streets divide the town into 4 portions: these are the *Toledo* or *Corso Vittorio Emanuele*, formerly called the *Casaro* (from the Arabic *Kasr*, or Palace), extending from the *Porta Felice*, on the sea, to the *Porta Nuova*, near the palace. This is intersected at right angles by the *Via Macqueda*, named after the Viceroy Duke of Macheda, who commenced it in 1600, running from the *Porta S. Antonino* to the *Porta Macqueda*. The rest of the town is very irregular, retaining the Saracenic features of narrow streets and tortuous alleys.

The 2 main streets are the grand highways of traffic and pleasure. The palaces and public buildings are lofty and imposing, more remarkable, however, for solidity than beauty. The gateways are flanked with columns and surmounted by armorial bearings. The rest of the ground-floors are let out as shops and cafés, while above are tier upon tier of grotesquely-carved stone, or more modern iron, balconies, filled with flowers and shaded with striped blinds. Many of the buildings, once occupied as nunneries, had remarkable overhanging galleries on their top stories, shut in with lattice-work. Most of these have now disappeared.

The *Strada della Libertà* and the *Giardinino Inglese* are the fashionable promenades, and are crowded with carriages every day at sunset; the Palermitans are very late even in winter, but never miss *la Passeggiata*.

A peculiarity of Palermo is the number of *giarre*, or reservoirs of water, generally at the corners of the streets, some of which date from Saracen times: tall square piers, formed of an accumulation of earthenware pipes, with a reservoir at the top, by which the water of the various aqueducts is distributed through the city, almost every house having an abundant supply, generally laid on even in the topmost story.

The 4 *rioni*, or quarters, into which the city is divided, are called the *Khalas* (Khalise), the *Loggia*, the *Albergaria*, and the *Cape or Sircaladi*. They are also named after the 4 virgin martyrs of Palermo: *St. Agata*, *St. Olivia*, *Sta. Cristina* and *Sta. Ninfa*.

A very fine theatre (*Teatro Massimo*) is now (1882) in course of construction, the estimated cost is 12 millions of francs.

If the traveller has only a short time, say 3 days, to remain at Palermo, he may thus employ them:—

1st Day.—The Museum, *La Martorana*, the Cathedral, the Royal Palace, and particularly the *Cappella Palatina*, the catacombs of the *Capucini*, *La Flora*, and the *Marina*.

2nd Day.—*Monreale*, *La Zisa*, *La Favorita*.

3rd Day.—In the forenoon *Monte Pellegrino*, which will take 4 hrs., and in the afternoon the *Bagheria*, or *St. Maria di Gesù*.

The Port.—The road which runs from the *Porta di S. Giorgio* along the shores of the Port towards *Monte Pellegrino*, passes through what was once the noisy and dirty suburb of *Il Borgo*, the resort of soldiers, sailors and fishermen, now a very handsome esplanade.

The inhabitants preserve a larger admixture of Arabic words in their language than any others. At the distance of a mile from the gate is a large open space, called *Piazza dell'Ucciardone*. Here the road forks: one branch runs straight on beneath the walls of the great modern prison towards the *Favorita*; another, a little to the rt., terminates at the foot of *Monte Pellegrino*; and a third continues round the shores of the Port to the *Acqua Santa* and *Belmonte*.

Taking the last, one passes along lines of barracks to the *Arsenal*, built in 1630. Near it is the *Palazzo di Gregorio*, occupied by Nelson when he resided at Palermo. Adjoining it is the Nautical College, a mean building, but a most useful institution. The *Mole* is a fine work, nearly $\frac{1}{2}$ of a mile long, constructed, in 1567, to replace the old port, which had got quite choked up. The harbour is capable of containing a large number of vessels, and is sheltered from every wind except between E. and N.E.

The Cathedral or *Matrice* was built in the 12th cent. by *Gualterio Offamilio* (the Italian corruption of "Of y Mill"), the English archbishop of Palermo, on the site of a much older building; but of this second edifice little remains except the crypt, the rest has been rebuilt at different times. The W. façade is a rich specimen of Sicilian pointed architecture, most of the enrichments being of Greek character, such having been traditional since the Byzantine occupation. There are 3 portals, flanked by lofty slender towers. The nave is decorated with pointed windows, true and blank alternately, with florid Greek and Saracenic decorations; these are richer on the apses than on the lateral decoration. They are adorned with interlacing arches, enclosing blank panels, and enclosed between broad horizontal bands of diaper-work. The high wall above it shows panels decorated with diaper, and surrounded by Saracenic designs in relief.

The S. porch, opening on the Piazza, is the most highly ornamented portion of the exterior. It has 3 arches, pointed and stilted, with much of the Saracenic character about them; the central one exceeds the other 2 in height and breadth, and all rest on columns of grey marble, with elaborately carved capitals. These probably belonged to the mosque which formerly existed on the spot, as that on the l. hand has a Oufic inscription. This porch is flanked by 2 square towers with 3 small stages. Above the porch is a richly decorated pediment.

Beneath the porch is inscribed, in large letters,

"PRIMA SEDES, CORONA REGIS, ET REGNI
CAPUT"

the proud title in which Palermo of old was wont to glory, when the early kings of Sicily were crowned in this cathedral. Below it is a long list of kings, from Roger to Martin, with the dates of their respective coronations, all in hexameter verse.

The Italian style of the interior, though not without merit, contrasts unfavourably with the picturesque Sicilian Gothic of the exterior. It has 3 aisles, separated by massive piers, 8 on each side, against each of which, supporting the arches, are 2 pairs of grey granite columns with Corinthian capitals of white marble.

Tombs of the Kings.—The first 2 chapels on the rt., as you enter the W. door, contain the tombs of the Norman and Suabian sovereigns, 4 in number, and very similar in design. Each is a large sarcophagus of porphyry on a basement of grey marble, and covered by a raised canopy, which in the sepulchres of the two Emperors is also of porphyry, but in those of Roger and his daughter is of white marble, adorned with gilding and mosaics. First, in the inner chapel, to the l., is the tomb of Roger, "the stout Duke and first King of Sicily," who died at Palermo in February, 1154. His sarcophagus, which is composed of slabs of porphyry, entirely without ornament, is supported by 2

marble feet, each composed of 4 crouching Saracens in relief. In striking contrast with the simplicity of the sarcophagus is its canopy, which on both upper and under surfaces is encrusted with mosaics, and is supported by 6 marble columns, with Corinthian capitals and shafts, elaborately adorned with gilding and mosaics.

By the side of Roger is interred his posthumous daughter, the Empress Constantia, wife of the Emperor Henry VI. and mother of the Emperor Frederick II. Her epitaph, which terms her "the last of the royal race of the Northmen," records her decease at Palermo in November, 1198. Her sarcophagus is a plain massive chest of a single block of porphyry, but the canopy above it in every respect resembles that over her father's tomb.

In front of her sepulchre stands that of her husband, the Emperor Henry VI., who died at Messina in September 1197. His sarcophagus is very like that of his wife, but the canopy and the columns which support it are of porphyry.

The monument of the Emperor Frederick II. resembles that of his father, but the sarcophagus is more elaborately adorned. It rests on 4 lions, also of porphyry, standing over their prey. On the lid are reliefs of the Virgin and Child, and of Christ in the act of blessing, with the emblems of the Evangelists, each enclosed in a circular medallion. His epitaph states that he died at Apulia, in December 1250. Two of these tombs were originally placed in the Cathedral of Cefalù by King Roger, who built that ch., and decreed to be buried in it; but as he was interred at Palermo, in the sarcophagus in which his remains now lie, the 2 vacant tombs were removed hither by the Emperor Frederick, to receive his father's ashes and his own. Frederick's sarcophagus also contains the remains of Peter II. of Aragon, who died at Calascibetta in 1324.

In the 1st chapel, recessed in the W. wall, is a Roman sarcophagus of marble, bearing the relief of a lion-hunt; in it are interred the remains of Constantia of Aragon, queen of Frede-

rick II., and widow of Emmeric King of Hungary. She died at Catania in 1222, and speaks her epitaph in the following couplet:—

"Sicanie regina fui Constantia, conjunx
Augusta hic habito nunc, Federice, tua."

Against the opposite wall is a mediæval sarcophagus, with a recumbent cowed figure in an attitude of devotion, in intaglio, between 2 shields, which display the eagles of Aragon. Here repose the ashes of William Duke of Athens, son of Frederick II. of Aragon, and brother of Peter II., who thus speaks for himself in royal rhyme but base Latin:—

"Dux Guillelmus eram regis genimus Frederici,
Qui Jacoem hic, pro quo Christum rogemus, amicit."

These sarcophagi were opened in 1781, by order of Ferdinand I., when it was found that, though the bodies had long since crumbled to dust, the robes and insignia buried with them were in some instances in tolerable preservation. It was evident that the sarcophagi had been opened at a previous period, and those of King Roger and his daughter rifled of everything valuable, nothing being found in his but fragments of robes, and in hers but the remains of a girdle, a pair of silk gloves, and of cloth boots.

The body of Henry VI. was found in good preservation, wrapped in a robe of yellow silk, with the imperial mitre, bearing Arabic inscriptions, at his feet.

The sarcophagus of the Emperor Frederick had been opened since his interment, because on his body lay 2 others. His own was very richly arrayed. His crown was found on his head; the imperial globe lay by his pillow, and his sword by his side. One of the bodies which lay on his, arrayed in a regal mantle, and with a sword by its side, was supposed to be the corpse of Pedro II. of Aragon. The other body, of smaller size, and in a decayed robe, could not be identified.

The tomb of Constance of Aragon, which, as well as that of the Emperor

Henry, is known to have been opened in 1491, contained her remains wrapped in a crimson cloth. Attached to her head-dress were found long tresses of fair hair. At her feet was a wooden box, containing an imperial crown, with many female ornaments, now preserved in the treasury of the cathedral. It was observed that the robes and other insignia found in these tombs closely resembled those worn by the Byzantine emperors—a proof of the extent to which that court was copied by the early kings of Sicily.

Many good paintings and marble sculptures exist in the other chapels. In the chapel of Sta. Rosalia, within a brass grating in the wall behind it, is the chest in which the bones of the saint are deposited—a chest of solid silver, of the enormous weight of 1298 lbs. ! It was constructed in 1631, a few years after the discovery of the relics, at the cost of 20,000 dollars. In the inner *Sacristy*, or *Tesoro*, is the *Tabulario*, or collection of some 200 MS. diplomas in Arabic, Greek and Latin, the earliest of which dates from 1083. Here are also preserved some of the curious relics found in the tombs of the Sicilian sovereigns.

The crypt below may be visited at 10 A.M., it contains the remains of no less than 24 archbishops of Palermo, enclosed in sarcophagi of various antiquity, including those of "Walter of the Mill."

To the W. of the cathedral is the ARCHBISHOP'S PALACE; its large square campanile of the 12th cent. is united to the cathedral by means of 2 lofty pointed arches thrown across the street.

We cannot even attempt to enumerate the 194 churches and other religious edifices of Palermo. One of the most curious is

S. GIOVANNI DEGLI EREMITI, near the Porta di Castro, a very early specimen of Norman architecture. A monastery had existed on this spot from the days of Gregory the Great in the 7th

cent., under the name of *S. Erme*, or *Sant' Ermete*; but it had fallen into decay by the time of the Norman conquest, and was rebuilt by King Roger some time before 1132. It is seen to most advantage from the piazza in front of the Royal Palace. The entrance to it is from the upper floor of one of these houses. Externally it has 5 small cupolas, which give it so thoroughly Oriental a character that it would not be out of place as a mosque in the streets of Delhi or Cairo, except for its tower.

Another, well worthy of careful inspection, is *La Martorana* (admission 1 fr.), in the piazza of the same name, called also *S. Maria dell' Ammiraglio*, from its founder George Rocius of Antioch, High Admiral both to Count and King Roger. It was founded early in the 12th cent., and completed in 1143, as is proved by the act of endowment, yet extant, written partly in Greek and partly in Arabic, then the language of the country. The name of Martorana was derived from the union of the church, in 1143, with an adjacent convent, founded in 1093 by Godfrey de Martorana, and his wife Aloysia. After this transfer the ch. was subjected to various enlargements, mutilations and alterations; yet such portions of the ancient edifice as are left have been little altered, and it is easy to learn from them the original plan and character of the church. It is now in course of restoration.

The plan in this case was a square, with 3 apses at the E. end, and a cupola in the centre supported by 4 columns. This plan was strictly Greek, for the founder, being of that nation, and following that ritual, built his ch. in conformity with Greek usage. The original outline is exactly indicated by the ancient mosaic pavement, which measures, exclusive of the apses, 39 ft. by 34. This little chapel, so simple in form, must have been a gem of Byzantine architecture; for its walls, cupola and apses were entirely incrustated with mosaics on a gold ground.

It was in the year 1590 that the

nuns of the Martorana, finding the dimensions of the ch. too confined, ordered the W. wall (which internally was covered with precious mosaics) to be pulled down, and the choir to be added on a more spacious plan. Of the decorations of this wall, the 2 curious mosaics representing King Roger crowned by Jesus Christ, and the Admiral dedicating his ch. to the Virgin, which now adorn the side chapels, were alone preserved from destruction. The demolition of the central apse was effected in 1685, and it involved that of the mosaics which adorned it. It was replaced by a quadrangular chapel, more spacious indeed, but out of all character with the original edifice, and in 1726, to crown the work of defacement, the beautiful marble mosaics were torn from the walls of the aisles to make room for the *badigeon* incrustation in the modern taste. The ch. was ultimately extended to the W. till it reached the ancient *campanile* or belfry, which originally stood 55 ft. distant from the Norman temple, and which formed the entrance to the *Atrium* in which courts of justice were formerly held.

The ch. is now entered by the N. door, originally constructed in 1591, but altered to its present form in 1737. On entering you find yourself beneath the nuns' choir, which is supported on elliptical arches by ancient columns of marble and granite; evidently taken from more ancient edifices. Some have Arabic inscriptions in Cufic character. The cupola, which rests on pointed and stilted arches, is very small, but splendidly incrustated with mosaics.

The high altar and its tabernacle are enriched with lapis-lazuli and other precious stones, and is a credence consisting of a splendid slab of vert-antique. The pavement of the ancient part of the ch. is of *opus Alexandrinum*, in simple elegant patterns, with disks of porphyry and serpentine. Some slabs of similar mosaic, of still more choice workmanship, let into the side-walls, are the only remains of the decorations with which the lower part of these walls was anciently incrustated.

The decorations are being restored according to the original design.

The *campanile* is curious and Saracenic. It is square, with 4 stories, each diminishing in height.

It was in this very ch. of the Martorana that the ancient Parliament of Sicily held its sittings after the Vespers had freed them from the yoke of Anjou. Here it was proposed to offer the crown to Peter of Aragon; and here the assembled nobles, prelates and burghesses, swore fealty to him as their sovereign.

Returning to and proceeding down the Corso Vittorio Emanuele in the direction of the sea, a short distance beyond the Cathedral on the l. hand is the *Liceo*, a college formerly under the Jesuits, and founded by them in 1588. It now belongs to the Government, and contains, besides the Lyceum, elementary schools and a school of design for artisans. It also contains the national Library (open daily), consisting of 70,000 volumes and many curious and ancient manuscripts. In this room a sitting of the parliament was held in 1812 for a day and a night, when the Sicilian barons unanimously voted the renunciation of their feudal rights.

Palazzo Reale. This huge mass of buildings stands on the highest part of the city. It was founded by the Saracens on the ruins of the ancient Roman palace. The Norman princes who made it their residence effected great alterations and improvements, and with a short interval, when it was made the seat of the Inquisition, it has always been the abode of royalty or its representatives. No part of the existing building is older than Norman times; a considerable portion of the Norman palace is still extant, though much disguised by modern restorations.

Entering the palace from the Piazza Vittoria, we find ourselves in a courtyard. On the ground-floor are 3 large halls, now used as stables, in which the ancient Sicilian parliament used to meet; from this a grand stair-

case of red marble leads to the upper stories. Turning to the rt. on the first floor we enter the

Cappella Palatina. (If shut, apply to one of the custodians.) This beautiful basilica, built by King Roger II. before 1182, and subsequently decorated and restored by many of his successors, is in complete preservation, and a perfect gem of its kind; it is a Latin basilica, although the choir is a Greek square surmounted by a cupola.

The mosaicked portico is supported by stilted and pointed arches of unequal span, borne on 7 columns, 6 being of Egyptian granite. Interiorly it consists of a nave, side-aisles, and 3 apses. The arches are all stilted and pointed; there are 5 on each side up to the choir, supported by columns about 15 ft. high, which are alternately of Egyptian granite and of cipollino or white marble, the latter fluted, the former plain; and they have evidently been taken from earlier buildings, either of classic or Saracenic times. The capitals are mostly Corinthian, some are composite and Byzantine. The arches are all covered with the richest pictorial mosaics on a golden ground. The choir is approached by 5 steps, and is surmounted by a dome 55 ft. high; this also, as well as the vaults of the apses, is covered with similar mosaics, together with Greek inscriptions. The roof of the nave, probably of plaster, is fretted in the style of the Alhambra; it has pendants surrounding star-shaped coffers, round which are Cufic inscriptions in small white characters; the whole of this, as well as the roof of the aisles, is richly painted and gilt. The general effect of the whole as a piece of colour is wonderful. Many other objects deserve careful inspection, especially the pulpit; a very ancient Byzantine candelabrum, 14 ft. high, of white marble and of elaborate workmanship, said to have been imported by King Roger; the royal throne at the W. end of the ch.; the mosaic floor; the crypt, and the *archivio*, in which are preserved some ancient documents, some as old as the foundation of the church.

In the upper story of the palace are the *Sala de Vicerè*, with portraits of the viceroys from *D. Hernan de Acuña* (1488) downwards. The *Sala Normanna*, whose arches, floor and ceiling are covered with marble and mosaic works. From this we enter the *Sala del Parlamento*, furnished à la *Louis XIV.*, and the *Sala dell' Udienza*, adorned with arabesques and frescoes.

On the summit of the Norman tower is the *observatory*, or *Specola Astronomica*, from which a magnificent view is obtained. Here was discovered by Piazzi, on Jan. 1, 1800, the first of the asteroids.

On the E. side of the P. della Vittoria, opposite the palace, stands the *Spedale Grande*, built in 1330 by *Matteo Sciafani*, Count of Aderò, in one year, and purchased in 1440 by the Senate. It is now used as a barracks.

The spacious court within the building is surrounded with a Roman-Doric arcade on the ground-floor, and a corridor of pointed arches above; the walls are decorated with very curious frescoes.

In the *Largo della Marina* is the *Palazzo de' Tribunali*, founded in 1320 by *Manfred Chiaramonta*, Count of Modica; it was subsequently confiscated to the State, and till 1517 served as the palace of the viceroys; from 1600 to 1782 it was appropriated to the Inquisition; now the upper story is occupied by the higher law courts, and the lower one by the *Dogana*.

Close to the ch. of San Domenico is the suppressed monastery dei *Filippini* all' *Olivella*, now occupied by the *National Museum*, open daily from 10 to 3 (admission 1 fr., Sundays gratis).

The colonnaded court contains ancient and mediæval inscriptions; in the cloisters are some Roman and Etruscan cinerary urns and other antiquities, 2 statues of Jupiter, one from *Tindaris* and the other from *Soluntum*, and a *Cæsar* from *Tindaris*.

The rooms at the end contain by far

the most interesting part of the whole collection. These are the metopes of *Selinus*, the most ancient specimens of Greek sculpture, discovered in 1826 in *Selinunto*. They are 10 in number. The most interesting are *Hercules Melampygos*, *Perseus slaying Medusa*, and the *Quadriga*. Also part of the celebrated *Cassiochini* collection of Etruscan vases and ware purchased at *Chiusi* in 1866.

In the first court a staircase to the 1. leads to the first-floor, containing a collection of Etruscan, Greek, and Sicilian vases, coins, objects of mediæval art, such as bronzes, glasses, weapons, &c. On the rt. of the staircase is a small chapel containing ecclesiastical vestments of the 17th cent., and at the end of the corridor is a room with the famous ram from one of the gates of ancient *Syracuse*, and a bronze fountain-group from *Pompeii*, representing *Hercules overcoming the stag*.

The second-floor contains the picture-gallery. The only part of this worth visiting is the *Sala d'Ainémolo*, containing principally pictures by that master. The Descent from the Cross is one of his masterpieces, a well-executed work. Adjoining this room is the *Cabinetto Malvagna*, containing a *Head of Christ*, by *Correggio*; *Family of Rubens*, by *Vandyck*, and a *Madonna*, by *Garofalo*. But the gem of the whole collection is a small altarpiece, or triptych, by *Van Eyck*. In the centre is a *Madonna* with the *Infant Christ* in her lap; on the l. wing *St. Catherine*, and on the rt. *St. Dorothy*.

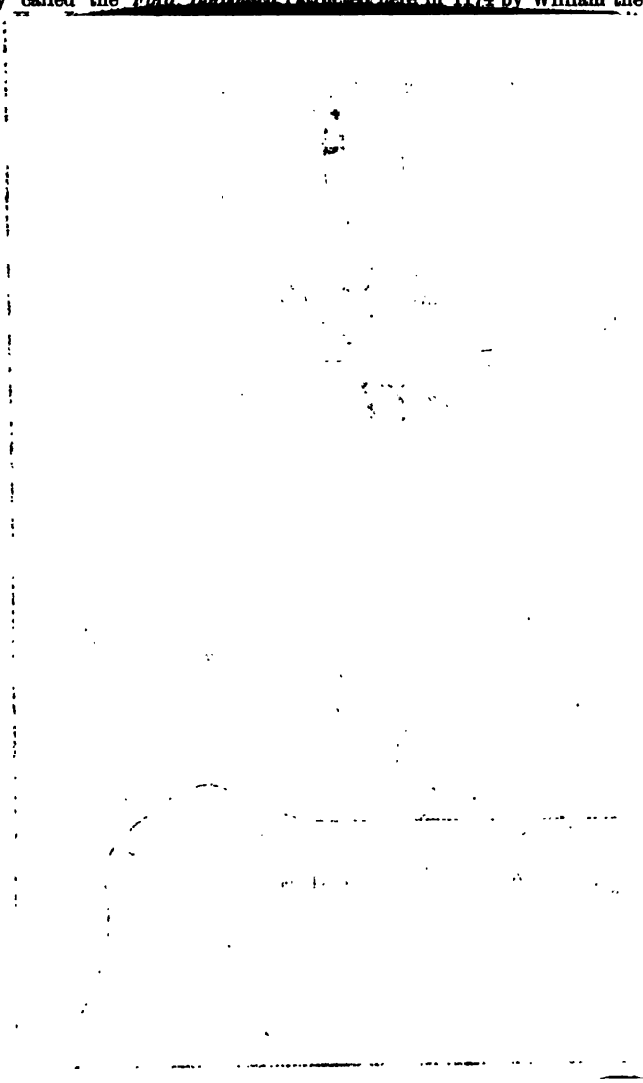
There are many *private palaces* of interest; amongst these, we may cite.

Palazzo Paterno, or *P. Moncada*, in the *Via Macqueda*, occupied by *Charles V.* during his stay in *Palermo*, and

Palazzo Patella, in the *Via dell' Aloro*, built in 1495, by *Francesco Patella*, a Knight of *Palermo*, by whom it was bequeathed to the Church in 1526. It is now occupied by the Dominican nuns of the *Pietà*.

There is a beautiful walk on the

ARINA, a quay extending from the bishop Testa. Monreale owes its origin to a Benedictine convent, formerly called the *Foro Borbonico*, constructed here in 1174 by William the



In the upper story of the palace are the *Sala de Vicerè*, with portraits of the viceroys from *D. Hernan de Acuña* the most interesting part of the whole collection. These are the metopes of *Selinus*, the most ancient specimen



Drawn by J. & C. Walker

MARINA, a quay extending from the Porta Felice along the coast to the S., formerly called the *Foro Borbonico*, now the *Foro Italico*. At the S. end is *La Flora*, a public garden, laid out, in 1775, by the architect Nicola Palma, under the Viceroy Marcantonio Colonna, from whose wife it received its other name of *Pubblica Villa Giulia*. It occupies the site once rendered glorious by the exhibitions of the *Auto da fé*. This is a favourite lounge of the Palermitans.

Adjoining it is the *Orto Botanico*, the Botanical Garden, containing also a lecture-room, library and director's residence.

The *Giardino Inglese*, on the road towards *la Favorita*, is a lonely spot.

The *University* contains a good geological museum.

bishop Testa. Monreale owes its origin to a Benedictine convent, constructed here in 1174 by William the Good; a town sprang up around it, which now numbers 16,200 Inhab. The view over the town of Palermo, its *Conca d'oro*, and the more distant sea, is most striking.

The Cathedral, *Il Duomo*, is near the entrance of the town, on the brow of a hill overhanging the plain. This ch., begun in 1174, is the finest and most beautiful of all the buildings erected by the Normans in Sicily. Though externally its appearance is not imposing, it combines in all its interior details that admixture of Greek and Saracenic feeling which is the peculiarity of Sicilian architecture. The plan is that of a Roman basilica. The nave is divided from the aisles by monolithic columns of granite, generally from older buildings, with capitals of great beauty; the arches are stilted and pointed; the windows are pointed and undivided.

The bronze doors in the North Portico are contemporary with the church. The style, both in the figures and ornamentation, is Byzantine.

The great door in the West Portico is ancient, it encloses a magnificent gate of bronze, richly ornamented; an inscription at the bottom records the artist and the date of his work.—*Boragno da Pisa*, A.D. 1186.

Every part of the interior is covered with MOSAICS, which are the pride and glory of the edifice, and entitle it to rank amongst the finest of mediæval churches. They represent scriptural subjects, separated and intermixed with arabesques and ornaments in gold and colour, making a decoration unrivalled by anything that the Middle Ages have produced, except perhaps in St. Mark's at Venice.

The walls are entirely covered with marble and bands of Mosaics of great beauty and variety of design. The roof is of wood, gabled, with tie beams resting on pendants, all blazing with gold and colour; this is modern, the

b. ENVIRONS OF PALERMO.

Excursion to Monreale.—Distance $\frac{1}{2}$ m. Carriage, 1 horse, 7 fra.; 2 horses, 10 fra. The prolongation of the Corso Vittorio Emanuele, passing through the *Porta Nuova*, leads to Monreale; the tramway now leads nearly to the bottom of the hill.

About $\frac{1}{2}$ m. from the gate on the rt. is the *Albergo dei Poveri*, an immense edifice built in 1746.

A little farther on is *La Cuba Arab. Kouba*, a dome, a lofty yellow tower, enclosed in a courtyard. It is the scene of one of the adventures in the 'Decameron.' It is now used as a cavalry barracks. This was an ancient palace of a purely Saracenic type. It is built of carefully cut stone, and is surmounted by a parapet, with Arabic inscriptions in relief on a red ground, ascribing its construction to William the Good in 1182. Of the original splendid interior decorations nothing remains. A pavilion once belonging to it, *La Cubola*, is on the opposite side of the road $\frac{1}{2}$ m. farther on, in the garden of *Cavaliere Napoli*.

At 3 m. the ascent commences by the road constructed in 1765 by Arch-

old roof having been destroyed by fire in 1811.

There are some remarkably fine porphyry columns let in at the angles of the tribune and side apses.

In the rt. transept are the tombs of William I. and his son William II., the founder of this cathedral, and of other members of the royal family.

In the N. chancel aisle is the domed *Cappella del Crocifisso*, erected in 1690 of many coloured marbles, in the meretricious style of that day. Two small wooden doors here have panels carved with great beauty.

Adjoining the cathedral is the Benedictine convent, *Convento de Benedettini*, founded by William II. at the same time as the church. It was erected on a scale of regal magnificence, and enclosed by a massive wall with 12 towers, whose existence is hardly recalled by the few fragments now extant. The monastery, as it now stands, is of comparatively modern construction. But a great portion of the ancient dormitory still exists, and, fortunately for art, the spacious and beautiful cloister remains almost perfect, presenting one of the most elegant architectural monuments of the 12th cent., and a veritable museum of the choicest works of the Siculo-Norman school.

The cloister is 169 ft. square, surrounded by an arcade of small pointed arches, supported by coupled columns of white marble, on a low stylobate, with a group of 4 at each angle. The arches, of which there are 25 on each side of the quadrangle, have 2 flat members, enriched with diaper-work. In the S. corner a small portico projects into the court, enclosing a fountain, a feature common in the cloisters of Spain and of the S. of France.

The columns are plain and decorated in alternate pairs. They are ornamented in various ways; some covered with mosaics, now in vertical, now in spiral bands; others chevroned in relief; and others, especially at the angles, sculptured with the richest arabesques or scroll foliage. From many the mosaics have been picked out.

The capitals are most elaborately and delicately carved, often quaint in the extreme, generally beautiful, and always rich. Although there are 200 of them, no two of them are alike.

EXCURSION TO S. MARTINO.—It is usual to include Monreale and the suppressed Convent of S. Martino in an excursion, and most people take Monreale first, and procure donkeys then to carry them to S. Martino and back, or they send their carriage round to meet them at S. Martino and return to Palermo by Boccadifalco. This plan must be pursued by invalids; but we advise those who would thoroughly enjoy the mountain ramble to reverse the proceeding, and take S. Martino first. By this course the fine scenery lies before you all the way; whereas, on the ascent from Monreale, you turn your back on the magnificent plain of Palermo, and on the descent to Boccadifalco you have little beauty in view until you emerge from the ravine. The monastery is situated 1740 ft. above the sea. The entrance hall is very magnificent, being supported on 24 columns of grey and red marble.

EXCURSION TO BAIDA.—On the lower slope of *Monte Cuccio*, overhanging the plain, stands the old Franciscan convent of *Baida* (Arab. *White*, from the colour of the soil). It is now occupied by a poor fraternity of Franciscan Minorite Friars, who act as attendants to a neighbouring convent. From the terrace there is a fine view.

Above Baida is a curious natural cavern, called *Grotta delle Quattro Arie*, in the mountain of the same name. Those who would explore it must be provided with torches and ladders. On the return from Baida the excursion may be varied by following the road to Boccadifalco, through a picturesque valley. On the way thence to Palermo the road passes through the village of *Attarello di Baida*, where are the ruins of the

palace of *Mimnermus*, constructed by King Roger.

The *Strada di Piedmonte*, which diverges to the rt., 200 paces farther on, leads to the *CONVENTO DE' CAPPUCCINI*, distant about 1 m. from the city, curious for its immense catacombs, divided into a great number of galleries, containing the desiccated corpses of monks and nobles, priests and laymen, women and children, standing in the costume of their rank or profession, lying in partly glazed coffins or packed up in boxes, a scene of inexpressible ghastliness. On All Souls' Day the relatives congregate here in great numbers, and the dead bodies are decked out in new clothing. Amongst the many thousand bodies here stored away some may be observed with dates as early as the 17th cent., and some as late as 1880, not the slightest trace of effluvia or even closeness is perceptible. The dead are first interred in the ground below; for a year, before they are exhibited. This convent is suppressed, but a few monks are allowed to remain to look after the catacombs. No further interments are permitted here.

PONTE DELL' AMMIRAGLIO.—The road which runs from the *Porta di Termini* leads at the distance of about $\frac{1}{2}$ m. to a curious old *NORM.* bridge, which once spanned the *R. Oreto*, but the course having changed, the bridge has become useless. Just beyond it are the remains of the most ancient (1072) ch. in Sicily, *S. Giovanni de' Leprosi*. A mile farther on are the ruins of an ancient palace, generally supposed to have been erected by the Saracen princes. The *Mar Dolce*, or *Favara*, is a large square pile of yellow stone, not so lofty as the *Cuba* or *Zisa*, but much more extensive. The walls are decorated with similar pointed panels, and the doors and windows are of the same form. Of the apartments left, none retain traces of decoration. The chapel is almost a miniature of *S. Giovanni de' Leprosi*, but without side-aisles, and having windows only in the outer wall. Exter-

nally, a singular stone cornice surrounds the little cupola. The roofs are in waves, or convex swellings, the originals of the macaroni roofs of the Bay of Naples. The view hence of the city, the blue deep, the plain in its varied luxuriance, and the rugged mountains which enclose it, is among the most glorious around Palermo.

At the base of *Monte Grifone*, which rises to the height of 2777 ft. above the sea, and close to the ch. of *Santo Ciro*, are 3 large arches obtusely pointed, forming the entrance to parallel vaults of masonry, probably of Saracenic or Norman construction. Above these are the *Grotte de' Giganti*, natural caverns, in which many bones of extinct animals have been found.

SANTA MARIA DI GESÙ.—If on reaching the fork in the road just beyond the Bridge of the Admiral, you take the branch to the rt., you will reach, after a drive of 3 m., what was once the Franciscan monastery of *S. Maria di Gesù*, now used as a barrack. It lies on the lower slope of *Monte Grifone*, and is a most conspicuous object in the scenery round Palermo. Nothing can be more picturesque than its situation, and the view from it.

The cemetery of the convent has been enlarged, and is now used by many of the chief families of Palermo; conspicuous is the vault of the *Florio* family. The convent church is utilised as a cemetery chapel.

LA ZISA (Arab. *El-Aziza*, "The beloved"), about a mile distant from the *Porta Nuova*, near the *Olivuzza*. It is now the property of the *Marchese San Giovanni*. This was a favorite retreat of the Saracenic princes, and was said in its time to have surpassed all the royal palaces in Italy for splendour.

It is a lofty square tower of 3 stories. The lower hall is in the form of a Greek cross, having a deep alcove on 3 sides, vaulted with Moorish honey-comb work, and ornamented with mosaics. In 2 of them are lattice gratings; in the third, oppo-

site the doorway, a fountain gushes from the wall, and flows in a channel across the pavement. Little of the old Saracenic work remains, and none of its ancient glory. Do not fail to ascend the 116 steps to the roof, which commands a view of unparalleled beauty.

The building is surrounded by beautiful orange-gardens.

Just outside the Porta d'Ossuna are **LA CATACOMBE**, an ancient subterranean cemetery, discovered in 1785. These vaults contain sepulchral cavities sunk in the rock, but nothing to mark the age when they were constructed. It was probably used by the earliest Christian inhabitants of Palermo.

About half a mile to the S. of Palermo, outside the Gates of St. Agatha, or of Montalto, is the **CAMPO DI S. SPIRITO**, the old cemetery; the new one is on the N. side of M. Pellegrino. Within its walls are the ruins of a Cistercian monastery, founded in 1173 by Walter of the Mill, the church of which is being restored. A short distance from the cemetery, within an enclosure on the brink of the ravine of the Oreto, stands a Norman ch. dedicated to the Holy Ghost, called the *Chiesa dei Vespri*. This site is memorable as the spot where the terrible massacre of French, known as the "Sicilian Vespers," had its origin. The plain between it and the city, now covered with gardens, was then an open esplanade. On Easter Tuesday, 1282, it was crowded with citizens wending their way to the ch., or amusing themselves on the grass, when the followers of the Justiciary, or French Governor, suddenly appeared among them. An insult offered to a young woman was the immediate cause of the rising. The Sicilians rushed with desperate ferocity on their well-armed opponents. The struggle was brief, and great the slaughter of the Sicilians, but every Frenchman perished. This sudden outburst of popular fury spread all over the island, and hardly one of the hated nation escaped with his life.

The 600th anniversary of this event was held on the 30th March, 1882, when commemorative monuments were erected at the Church.

EXCURSION TO MONTE PELLEGRINO.—Distance from *Porta S. Giorgio* to the foot of the mountain, 2 m.; carriage, 1½ fr.; thence to the top, 1½ hr.; donkey from town, 2 frs. Enquire if road is secure.

Monte Pellegrino is a magnificent mass of rock, rising 1963 ft. above the sea, and surrounded on all sides by inaccessible precipices, save on the facing Palermo, where a natural depression has been taken advantage to form a zigzag road to the summit. The view from the summit well repays any fatigue in ascending. In a cavern of this mountain were discovered, in 1624, the bones of *S. Rosalia*. She was of the blood royal of Sicily, and at 12 years of age, from a spirit of devotion, abandoned the Court, and terminated her life in a cavern of this mountain. When, in 1624, a pestilence ravaged the city, her relics were carried in solemn procession to the cathedral, and the plague miraculously ceased. A chapel has been established in the hermitage in her honour.

LA FAVORITA, a royal villa, 4 or 5 miles from Palermo, lies beneath the precipices of Monte Pellegrino. An order to enter it may be obtained at the hotels. It was built by Ferdinand I., in the Chinese style, and is ugly and uncouth. The plain around it is thickly studded with villas.

On the slopes above the village of **ACQUA SANTA** (so called from a saline spring) is the **CASINO BELMONTE**, a handsome villa, in most picturesque grounds, belonging to the Prince of Belmonte. Beyond, a path leads round the base of Monte Pellegrino to the little bay of Mondello, which separates that mountain from Monte Gallo. Carriages cannot proceed much beyond Belmonte, but a delightful excursion may be made on foot or horseback to that bay, returning to Palermo through the grounds of the Favorita.

e. ROUTE FROM PALERMO TO GIR- GENTI BY RLY.

There are 5 trains daily, the journey occupying about 5 hrs.

After leaving the city, the rly. traverses the fertile plains of the coast. The first station is

8 kil. *Ficarazzelli*, a village enveloped by orchards and vineyards.

10 kil. *Ficarazzi*, in the midst of a luxurious country, which supplies the capital with fruit, vegetables and wine in great abundance. It is dominated by the shabby palace of the Prince of Santa Ninfa.

13 kil. *Bagheria* (Pop. 11,600), a country town, containing many palaces, mostly deserted, of the Sicilian nobility. The most important is the *Villa Valguarnera*, from which there is a beautiful view.

16 kil. *S. Flavia*, a village conspicuous by its dome of many-coloured tiles. Phœnician tombs were discovered here in 1864.

To the E., on the opposite side of the line, is *Solunto*, an ancient Phœnician city, called *Soloeis* by the Greeks, and *Soluntum* by the Romans. It stood on the shoulder of Monte Catalano, overhung by precipices of that mountain, and was approachable only by a single road. Very little now remains above ground, but some very fine specimens of sculpture and statuary have been found here, and removed to the museum of Palermo. It is well worth visiting, if only for the exquisite views which it commands.

18 kil. *Casteldaccia*.

21 kil. *Altavilla*. This village contains one of the earliest Norman churches in Sicily, founded by Robert Guiscard in 1077. It is commonly known as *La Chiesa*.

27 kil. *S. Nicola d'Arena*, where is a large round keep of the 15th cent., with machicolated battlements. Here also is a *tonnara*.

31 kil. *Trabia*, a village with one long street, lying at the foot of a lofty cliff. The baronial castle of the princes of Trabia still stands on the shore. Here also is a *tonnara* of the [Mediterranean.]

S. Spirito and at the *Martorana*, where the ringing of the bells summoned the Palermitans to revolt.

37 kil. *Termini* (Pop. 19,700). *Inns*: *Locanda Minerva*; *L. della Fenice*. A town of considerable size and importance. The inhabitants are chiefly engaged in the tunny-fishery, and in the cultivation of corn, wine, oil, rice, and sumach. In the upper town are some wide streets and respectable buildings. The lower town is less aristocratic, and the streets narrow and dirty.

The town occupies the site of the *Thermæ Himerenses*, so called from the hot springs which rise here. The bath establishment is very indifferently fitted up, and worse managed; some of the springs are chalybeate, others contain sulphur. They are mentioned by Pindar. The ancient city played an important part in the Punic wars, and the castle resisted, in 1338, the attack of Robert of Naples. The remains of the ancient city are about 3 m. distant, the castle has been destroyed, and a large portion of the mountain has been employed to construct a fine mole at its foot.

[An excursion may be made to *Caccamo*, 4 m., in the mountains to the S.W., up the Valley of *S. Leonardo*. The castle stands on a precipitous rock to the W. of the town. It was the feudal castle of the Dukes of Caccamo, or Princes Galati. It is fast falling into decay.]

The line continues along the coast, following the high road to *Cefalù*, where, after a mile or two, it turns suddenly S., and reaches

45 kil. *Cerda*. The village lies on the hill to the l.

[An excursion can be made hence to *Cefalù*, the ancient *Cephalædium*, distant 22 miles (*Inn*: *Albergo d'Italia*); or the traveller can go by the Italian steamer from Palermo on Friday morning.

The great object of interest here is the *Cathedral*, which is of considerable size; it is in the shape of a Latin cross, and in plan very nearly resembles the *Duomo* of *Monreale*. It was founded by King Roger in the 12th cent. The west front has a portico flanked by two

square projecting towers. The west door, which is coeval with the building, has a semicircular arch within a pediment, the only instance of such a Norman portal in Sicily. The interior is divided into 3 aisles by columns of grey granite, supporting pointed and stilted arches. The eastern end terminates in 3 apses. The transepts project considerably beyond the walls of the outer aisles. The inner half of the tribune, and the walls of the central apse, are covered with mosaic pictures on a gold ground, similar to those of Monreale. Indeed they have been pronounced to be more precious as works of art than any others in Sicily.

The cathedral contains numerous monuments, but none of any especial interest.

The road from Cefalu to GANGI is very picturesque, it passes through almost the last remaining forest in the island and affords grand scenery.]

51 kil. *Sciara*. The train crosses the Porto, passes through a tunnel, and then recrosses the stream.

61 kil. *Monte Maggiore*.

69 kil. *Rocca Palumba*. On a steep hill to the rt. is situated the town of *Alia*, with 4600 Inhab. Here is crossed the high road to *Sta. Caterina*. The train now ascends and crosses the watershed between the W. and S. coasts.

77 kil. *Lercara* (Pop. 9000), a miserable town of mean hovels, near which are important sulphur-mines, the most northerly in the island. Near this Mr. Rose was carried off by brigands in 1877, and detained till 2400l. was paid for his ransom.

Beyond Lercara sulphur mines appear at intervals, and the surrounding rocks become more crystalline in texture, some of gypsum shined in the sun like mica.

85 kil. *Castroreale*. In a rich plain on a hill above it are the remains of a feudal castle. The train now crosses to the rt. bank of the Platani.

89 kil. *Cammarata*. The town is high, on the bare slope of Monte Cammarata, in winter capped with snow.

100 kil. *Acquaviva*.

105 kil. *Sutera*. The town circles the truncated cone bearing the same name. The chapel of S. Paolino is a shrine of great sanctity, and the ruined castle was once the prison of Philip, Prince of Taranto, taken captive at the battle of Falconara. He was released in 1302. High among the mountains on the W. side is the town of *Castel-Termini*, near which are large sulphur-mines.

107 kil. *Campofermo*.

119 kil. *Comitini*, with extensive sulphur-mines. At the distance of about 1½ m. is the town of *Arragona*, 10,000 Inhab., the property of the *Naselli* family.

125 kil. *Caldare*. Junction for *Caltanissetta*.

The line now curves round the hill to, 135 kil., *Girgenti*.

Girgenti. (Pop. 20,000.)

Inns: *H. Belvedere*, with a splendid view of the sea and temples. *Albergo Gelia*; *Alb. Empedocle*; *A. Centrale*; *Bella Napoli*. A new and more satisfactory hotel is (1882) about to be opened by the owner of the *Hotels de Palmes* and *Trinacria* at Palermo.

A British Vice-Consul resides here.

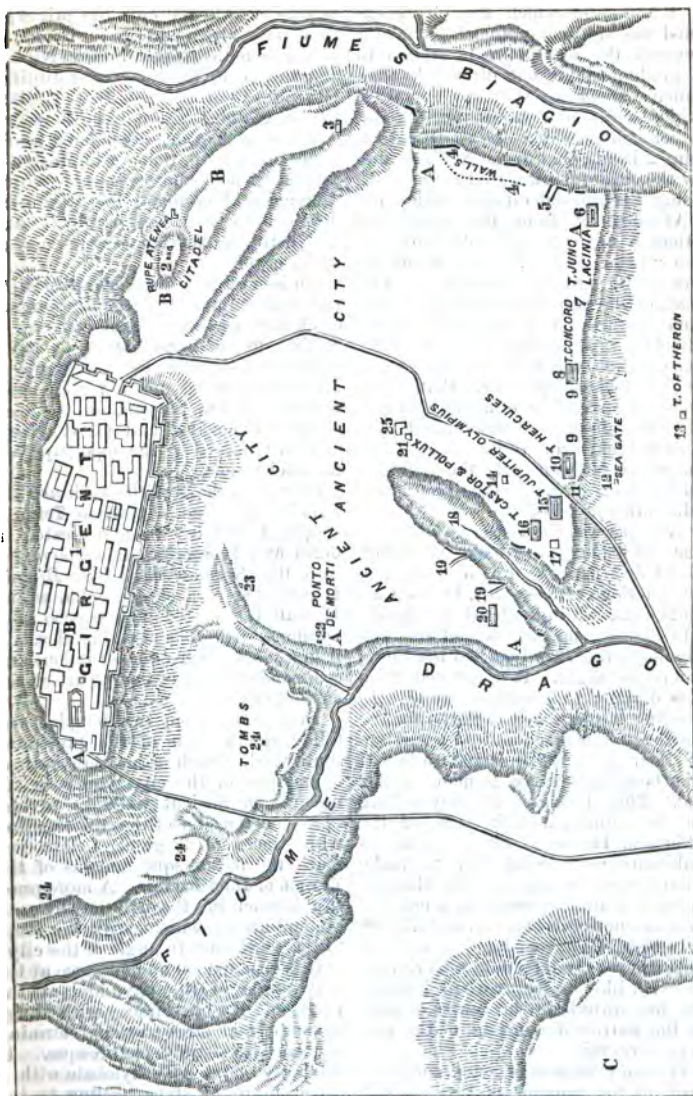
Communications.—Steamer once a week to Palermo, touching at *Sciacca*, *Mazzara*, *Marsala* and *Trapani*. Also once a week to *Syracuse*, calling at *Licata* and *Terra Nuova*.

Steamers can coal easily in summer, not always in winter. Cost 40 to 50 frs. per ton.

The rly. from *Caldare* to *Ganicatta* having been completed on the 3rd of November, 1890; there are now direct trains from *Girgenti* to *Caltanissetta*, *Catania*, *Syracuse* and *Messina*.

Girgenti occupies the crest and declivity of *Mons Canticus*, the acropolis of the ancient city of *Agrigentum*, which rises to a height of 1240 ft. above the sea. It is ill-built, and the modern city has no attractions for the traveller.

The ancient city, called *Acragas* by the Greeks and *Agrigentum* by the Romans, was of great size, 10 m. in



AGRIGENTUM.

circumference, second only to Syracuse amongst the cities of Sicily.

The height which the city occupied was of quadrangular form, lowest towards the sea, and rose at first in a gradual slope, but ultimately in a much steeper acclivity, to the ridge which terminated it on the N., and which was divided by a depression into 2 heads, that to the N.W. created by the modern town, that to the N.E. being the ancient citadel, called the "Athenæum," from the temple of Minerva upon it, and still known as the "Rupe Atenea." The peculiarities of its situation explain the fact that, in the two great sieges Agrigentum sustained, the assailants always attacked it from the S. or the S.W. Imagination can scarcely conceive a more glorious prospect than that which the southern cliff of this great city once displayed, surmounted by a long unbroken line of the finest monuments of Grecian art, the ruins of which, even now, are the wonder and admiration of beholders.

Acragas was the last city of importance built by the Greeks in Sicily, about 582 B.C. In 406 it was taken, after a siege of 8 months, by the Carthaginians, who plundered its temples and houses, and put such of its inhabitants to the sword as had not found safety in flight. It recovered from this disaster to a certain extent. In the first Punic war it declared for the Carthaginians and admitted a garrison of their troops within its walls. It was besieged by the Romans in 262 B.C. This siege lasted nearly as long as the former, and, in spite of the efforts of Hanno to relieve it, the inhabitants were compelled to make their escape by night. The Romans entered it in the morning, secured a vast amount of booty, and took 25,000 prisoners. It never again rose to much importance. It did not, however, cease to exist, like too many of its fellows; but has shrunk in the course of ages to the narrow dimensions of the modern Girgenti.

It is an excursion of some length to visit all the remains of this ancient city, the temples on the S. cliff being

3 or 4 m. from the town. Travellers therefore, who would avoid fatigue, or who care to see only the principal ruins, may hire a carriage in Girgenti, and drive to the convent of San Nicóla, and thence to the temples of Jupiter, Hercules, Concord, and Juno Lacinia in succession, extending their researches on foot on either hand as far as their strength, time, or interest will permit. Those, however, who would thoroughly investigate the site must devote more than one day to it, and had better make their excursions on mules or on foot.

On issuing from the *Porta del Ponte*, the eastern gate of Girgenti, you ascend, past the suppressed convent of S. Vito, to the *Rupe Atenea*, or Rock of Athene, on which stood a temple of Minerva, of which not a vestige now remains. From the summit the view is most extensive, and an excellent idea is obtained of the topography of the ancient city.

On the E. slope of the rock are the remains of a small Grecian Temple, supposed to have been dedicated to Ceres and Proserpine, now converted into the Norman ch. of S. Biagio. It consisted of a simple cella, whose E. wall terminated in a portico of 2 columns, with *antæ* at the angles. It is in a most picturesque situation, and commands a view of every part of the ancient city.

Descending from this temple, and following the line of the precipices southward, which form the natural boundaries of the city, you pass the remains of ancient walls in several places on the edge of the cliff, together with traces of 2 gates, before you reach the picturesque remains of the Temple of Juno Lacinia. A more practicable track lies through the olive and almond-groves which cover the slope to the south-eastern angle of the city.

It is situated on an eminence at the very angle of the city, and at the verge of the precipice, with huge masses of rock strewn around, forming a scene irresistibly picturesque. It was raised on a lofty stylobate with a grand flight of steps leading to the portico at the E. end. The plan is

exastyle-peripteral, the total number of columns in the peristyle being 34. Those on the N. side are in a perfect state of preservation, though little of the entablature remains; those on the S. side are much deteriorated. The cella is *in antis* at both ends, and within it are the remains of staircases leading to the roof. A portion of the pedestal of the divinity is still standing in the *naos*. The date of this temple is supposed to be between 480 and 500 B.C.

The city-walls, in the interval of half-a-mile between the temples of Juno and of Concord, are in a most picturesque state of ruin. They were hewn out of the natural rock, excavated on the inner face into tombs and sepulchral niches. The rock having been subsequently split in every direction, huge masses of these honey-combed ramparts lie upturned on the slope below.

The so-called Temple of Concord is the most complete Doric temple extant, save perhaps the Theseum at Athens.

In plan and columnation it is almost precisely similar to that of Juno Lacinia, and differs only in being slightly larger. It is much injured, yet it may have owed its preservation by having been converted into a ch. in the 15th cent., dedicated to St. Gregory *delle Rape*, or of "the turnips."

This interesting monument stands in lonely and silent beauty at the verge of the precipice, and from every part of the surrounding country forms the most conspicuous feature in the landscape.

About 300 yds. W. of the Temple of Concord lies a confused heap of enormous blocks, at the verge of the cliff, and from it a solitary column rises in ruin to the sky. There are the remains of a temple generally supposed to be that of *Hercules*. A glance at the prostrate and scattered masses shows it to have been on a much grander scale than the temples already described. Next to the vast temple of Jupiter Olympius, this was the grandest of the many fanes of an-

cient Acragas. Like the temples of Juno and Concord, it was hexastyle-peripteral, with 38 columns in the peristyle, and with a portico in advance of the cella at either end. The wide-spreading capitals, the bold parabolic curve of the echinus, the short and rapidly-diminishing shaft, are all archaic features, and marked this as of earlier date than the temples of Juno and Concord. The inner part of the cella is divided into 8 chambers, the central one being prefaced by a vestibule, an arrangement never found elsewhere in Greek temples, and probably a Roman interpolation, as the masonry appears to indicate. In the central chamber are remains of the pedestal for the statue of the deity to whom the temple was dedicated. This is supposed to have been *Hercules*; if so, the temple must have contained the celebrated picture of *Alcmena*, which *Zeuxis*, who painted it, considered as beyond all price, and therefore refused a remuneration for it, but presented it to the city of Acragas. Here also must have stood that magnificent bronze statue of *Hercules* whose attempted theft by *Verres* has been recorded by *Cicero*.

Immediately below the posticum of this temple was an ancient gate, with a road leading to the *Emporium*, or port, of Acragas, at the mouth of the river, 2½ m. distant.

On the cliff, on the other side of the sunken road and immediately opposite the Temple of *Hercules*, is that of *Jupiter Olympius*: the only one within the city whose appellation is known with certainty, and which has been minutely described by *Polybius*, *Diodorus* and other ancient writers. These vast ruins remained neglected throughout the dark ages; in 1401 they were finally overthrown, and in the following century a great part of the *débris* was carried off for the construction of the mole, at the new port. The first thing that strikes the eye on ascending to the plateau of this temple, is the vast scale of the structure, and next the paucity of its remains.

This temple was commenced in 480 B.C., and it was finished, all but the

roof, when the city was captured by the Carthaginians in 486 B.C.

In plan it differs from all the other temples of Sicily. The architect attempted an order on so vast a scale, that he was unable to construct the pillars with their architraves standing free. The interstices of the columns were therefore built up with walls, pierced with windows, exactly as Diodorus described them: "The columns were built up in the same mass with the walls, and are rounded externally, but have a square face toward the interior of the temple." Another statement of Diodorus may also be verified, that the columns can hold a man in the flutes; few of them remain, but the flutes measure 20 in. in breadth. The temple was divided into 3 longitudinal compartments by 2 rows of massive piers, 12 in each row, united by a wall. In the middle of the cella lies one of the *Telamones*, or giants, which supported the roof, restored from numerous fragments found in various parts of the building. The whole length of the temple is 354 ft., and its breadth 173 ft.

Temple of Castor and Pollux.—Not far from the N.W. angle of the temple of Jupiter Olympius stand 4 Doric columns with their entablature, and a fragment of the pediment of the temple to which they belonged. A few years since there was nothing visible on this site beyond some scattered blocks and a Doric capital, but, on excavations being made by the Sicilian Commission of Antiquities, so many remains were brought to light that they were enabled not only to ascertain the character of the structure, but even to set up again this portion, which forms a most picturesque feature in the scenery of this ancient site.

The name attached to this ruin rests on no authority. In plan it corresponds with the temples of Juno and Concord. It was coated with stucco, which bears traces of having been painted.

On the plateau which bounds the ravine to the W., are 2 broken Doric

columns, rising among vines, olives and karouba. These mark what has been called, though on no good authority, the Temple of Vulcan.

A pleasing feature in the scenery of the ancient city is presented by the deserted Convent of S. Nicola, now the Casino Panitteri, close to which stands an ancient edifice, vulgarly called the *Oratorio di Falàride*, which has been used as a ch. in Norman times.

There are many other objects of interest in and about Girgenti which our space does not permit us to describe.

Such as the *Sepolcro di Terone*, I. Bagni, "the baths," beneath the Ch. of S. Nicola, the Temple of *Æsculapius*, rock-tombs, &c.; and an excursion may be made to the mud or air volcanoes of *La Mascalube*, 7 m. distant.

In the Cathedral of Girgenti is an old *Greek sarcophagus* covered with beautiful bas-reliefs, once used as an altar, but now removed to a room beyond the vestry. The bas-reliefs represent the story of Hippolytus and Phædra.

The arms of the town contain a *Telamon* or *Gigante*, a play on its name.

The remarkable acoustic property of this building should be tested. If a traveller stands at the W. gate and another mounts on the cornice behind the high altar, they can hold a conversation in low whispers, though the distance is nearly 280 feet. This is called the *Porta Voce*.

The rly. continues on to *Porto Empedocle*, a distance of 9 kil. from the Girgenti station.

d. PALERMO to MARSALA and TRAPANI by Rail, visiting the Ruins of Segesta and Selinunte.

It is possible to visit either of these ruins in the intervals between the trains, and, even in the case of the former, to return to Palermo on the same day, by telegraphing to the station master at Calatafimi to have a carriage in waiting. This will take the traveller to within $\frac{1}{2}$ of an hour's brisk walk

of the ruins. But nothing can be more hurried and unsatisfactory than such a visit. The traveller should make up his mind to spend one night at Calatafimi or Castelvetro; he can then visit the ruins at leisure on the following morning, and return to Palermo the same evening.

There are two through trains to Trapani every day, and the scenery during the whole of the journey, especially the first part, is most beautiful.

5 kil. *San Lorenzo.*

9 kil. *Tommaso Natale.*

13 kil. *Isola delle Femine.*

16 kil. *Capaci.*

21 kil. *Carini.*

32 kil. *Cinisi-Terrasini.*

43 kil. *Zucco.*

46 kil. *Partinico.*

58 kil. *Balestrate.*

67 kil. *Castelammare* (Pop. 11,000), once the seaport of Segesta; it gives its name to the fine bay to the W. of Palermo.

78 kil. *Alcamo—Calatafimi.*

The first of these towns, to the E. of the line, has a population of 21,000. It long retained a Mohammedan population, who were driven out by the Emperor Frederick II. in 1233. It is surrounded by a battlemented wall of the 14th cent. It contains several old churches of interest, and palaces with projecting balconies and machicolated parapets.

CALATAFIMI, to the W. of the line, is a drive of an hour from the station. Post calèches (2 frs. 50 c.) run in connection with the trains, and there is a possibility of spending the night at the *Locanda Garibaldi*.

Horses or mules may be hired here to visit the ruins of Segesta, which will require 5 or 6 hours.

Calatafimi is a large and picturesque town (Pop. 9400), possessing a beautiful view, especially from the ancient castle (*Arab. Kelaüt*, whence its name) which dominates it.

Segesta was one of the most ancient cities in Sicily, and was founded probably by a Trojan colony some centuries prior to the settlement of the

Greeks in the island. It was incessantly engaged in war with its Greek neighbour, was taken by the Carthaginians, depopulated by Agathocles in 307 B.C., and re-peopled by him with a band of foreign exiles.

The date of its destruction is unknown. All we do know is that the town was in existence in the 4th cent., and that it had disappeared before the Norman conquest in the 11th.

THE TEMPLE.—The temple in its general effect is unquestionably the grandest in the whole island; it is surrounded on all sides with lofty desolate mountains, impressing the most careless spectator with a feeling of awe akin to what it was intended to produce in the mind of the worshipper of old. It is of the severest Doric architecture, and of large proportions, the peristyle being 191 ft. 7 in. in length, by 76 ft. 5 in. in width. Like most Greek temples, it faces the E. It is of that description termed hexastyle-peripteral, from having 6 columns in each front, and columns also in the wings, in this case 14 on each side, including those at the angles: making 36 in all. It rests on a stylobate of 4 high steps. The columns are not fluted, which gives them rather a heavy aspect. At their base they are almost 7 ft. in diameter, and their height, including the capital, is a little less than 5 diameters. They taper much upwards, with a slight entasis or bulge, and have preserved their forms in great measure unaltered, one column only in the pronaos, the second from the S.E. angle, having been shattered by lightning and unskilfully restored. The capitals are simple, and less corroded than the shafts. The entablature, save that the apex of the W. and the angles of the E. pediment, and here and there a portion of the cornice have been repaired, is entire all round. The blocks of the architrave are enormous, each spanning the space between 2 columns. There is no sculpture in the metopes or pediments. The stone of which this temple is constructed has successfully re-

sisted the influences of the weather, so that the building presents a far less corroded aspect than usual.

Though so nearly perfect externally, it is far otherwise in its interior. Not a trace is visible of the cella. Not even a slab of the pavement is to be seen. This fact alone makes it evident that the temple was never completed.

The work was probably interrupted by some such political event as the subjugation of the city by the Carthaginians, B.C. 409, the period from which Segesta dates its decline.

The THEATRE stands on the northern side of Monte Barbaro, where it attains its greatest elevation. The ascent is easiest immediately above the temple. Round the brow of the hill are sundry remains of Roman, Mediæval and Saracenic constructions. The theatre has been partly excavated out of the steep rocky slope of the hill. The form is rather more than semi-circular, the outer circumference being polygonal. The external diameter is 205 ft., the internal 52 ft. 9 in. It is divided into 7 *cunei*; below the *præcinctio* there are 20 tiers of masonry seats, the upper one with a raised back. The upper part has, to a great extent, lost its distinctive features. The foundations of the *Scena* remain, showing it to have been nearly 90 ft. in width.

It is probable that this theatre was built during the flourishing days of Segesta, and subsequently repaired in Roman times. Like all great theatres, it was placed in a position commanding a magnificent view.

89 kil. *Gibellina*.

100 kil. *S. Ninfa-Salemi*.

Salemi, on the W. of the line, is picturesquely situated on the summit of a hill, overtopped by the remains of a feudal castle of Saracenic architecture. *S. Ninfa* is not seen from the line.

115 kil. *Castelvetro*.

Inn: Locanda della Pantera, tolerable, but meals will have to be taken at a *trattoria*.

[Carriages can be got here to go to the ruins of Selinus at *Salinunte*. The drive is about 1½ hours, and the cost generally 20 frs.; it would be prudent to telegraph in advance to the station-master if the traveller does not intend spending the night here.

The ruins of Selinus, the most extraordinary assemblage of ruins in Europe, do not arrest the eye at a distance, like the temples of Segesta and Agrigentum, because hardly a column is standing; but they lie in stupendous heaps on the heights on either side of a little stream called *Gorgo di Colona*.

Selinus was founded by a colony from Megara Hyblæa, on the E. coast of Sicily, in the 5th cent. B.C. Being constantly at war with her neighbour Segesta, the latter applied for aid to Carthage, which, in 409 B.C., sent Hannibal, with a force of 100,000 and a vast fleet. They landed at Lilybæum, and marched at once upon Selinus. Notwithstanding the most heroic resistance, the place was taken, the inhabitants either put to the sword or carried into captivity, and the walls and houses razed to the ground. Thus fell Selinus, little more than 2 cents. after her foundation; and though she continued to exist down to the time of the Saracens, and was one of their last strongholds in the country, her glory passed away with her first capture.

The area enclosed within the walls of the ancient city appears to have been very small; probably a great part of the dwellings were outside.

On the highest part of the hill or acropolis lie the remains of the 4 Doric temples, the position of which will best be understood by a reference to the accompanying plan. They are all completely ruined.

The Temple marked A had a peristyle of 6 columns in either façade, or 36 in all, raised on a stylobate of 4 steps. The side walls of the cella were prolonged so as to form a porch, and terminated in pilasters, between which were 2 columns. The peculiarities of this temple are, a circular corkscrew staircase, just within the cella, leading to the top, and the union

of the columns of the pronaos by a low wall. The columns had the usual number of 20 flutes. Not one shaft remains entire; it is impossible, therefore, to determine their exact height.*

About 20 paces to the N. are the remains of the diminutive *Temple marked B*. It had no peristyle, but was *in antis*, with columns in the portico. Both inside and out it shows traces of stucco and painting.

Still farther to the N. is the largest of all on this hill, *marked C*. The columns of the peristyle in the N. wing are prostrate side by side in regular order, but with the drums disjointed, and the blocks of the entablature in their places beyond, as if they had been laid there preparatory to being raised. The columns of the S. wing have fallen inwards, and crushed the cella, with whose ruins they form a confused mass.

It had 17 columns in each wing, and a double row in front. The stylobate had 4 steps, save in front, where there was a flight of 9.

The columns of the portico had 16 flutes, the others 18. They also varied in diameter, and tapered greatly. The capitals were extremely bold and projecting. The shafts were generally composed of 6 drums, but one or two were monolithic.

A peculiar feature of this temple is the great length and narrowness of the cella. Its great antiquity is confirmed by the sculptures that adorned its metopes, discovered here by Messrs. Angell and Harris in 1823, and believed to be among the very earliest works of Greek art. Antiquaries agree in referring them to a period but little subsequent to the foundation of Selinus, or to the latter half of the 7th cent. B.C.

Some 25 yds. N. of this lies the last of the temples on this height, *marked D* on the plan. It has 13 fluted columns on each side, which give it 34 in all. It is raised on a stylobate of 4 steps, with an additional one in front. The height of the column was rather more than 5 diameters, they tapered even more than in *Temple C*, and their

capitals had an enormous projection. From the extreme narrowness of the cella the peristyle was unusually spacious. At the angles of the pronaos, instead of *antæ*, there were engaged columns. In architecture and dimensions, this edifice very nearly corresponds with *Temple C*.

The whole surface of the city within the walls is strewn with the *débris* of ancient habitations, but none of them are of very striking interest.

It is nearly a mile from the temple on the Acropolis to those on the eastern height. The mouth of the valley which intervenes is now choked with sand and rushes, but here were the arsenal and emporium of Selinus. The harbour was within the mouth of the little stream, and the walls which enclosed it, about 260 yds. apart, and composed of large blocks of masonry, may still be traced on either bank, extending a considerable distance inland. The spot is now called the *Marinella di Selinunte*.

The *Temple marked E* was *hexastyle-peripteral*, with 15 columns on each side. The stylobate had 4 steps, save in the front, where a flight of 11 led up to the portico. At the S.E. angle, 3 columns, or portions of them, are still standing, but on the N. they lie disjointed, all the blocks in regular order, as if arranged for the construction of the temple. Those of the porticoes have also fallen outwards, but those of the S. wing have fallen inwards upon the cella, and lie mingled with the ruins of its walls in the most picturesque confusion. The columns were more massive than those of the temples on the opposite hill. In 1831 some very beautiful metopes were discovered here, sculptured in the very perfection of Greek art. The temple is believed to belong to the 5th cent. B.C.

Of *Temple F*, about 50 yds. to the N., comparatively little is left. It had 14 columns on each side, a few drums of which are still standing. It corresponds very much in plan with *Temple C*, and is believed to date from the middle of the 6th cent. B.C.

The *Temple marked G*, as regards size, far exceeds any in Greece, and is

* The exact dimensions of all these temples are given in Murray's Handbook to Sicily, 1864.

only surpassed by that of Diana at Ephesus, and that of Jupiter Olympius at Agrigentum, to which god it was probably dedicated. It differed from all the other temples of Selinus in having 8 columns in each portico, which made it "octastyle;" and it had 17 columns in each wing, and 46 altogether in the peristyle.

The ruins of this temple are more confused than those of the rest. It appears to have been shaken down in a heap; the columns have fallen in every direction, many right across the temple; and they form, with the enormous masses of the entablature, the most stupendous and sublime mound of ruins conceivable.

The vast size of this temple stamps it as of the most flourishing days of Selinus, and the fact of its not being finished enables us to determine that the event which interfered with its completion must have been the destruction of the city by the Carthaginians in the year 409 B.C.]

124 kil. *Campobello*.

Near it are some ancient quarries, of great interest, which the traveller might visit on his way to the temples, from which they are 6 m. distant. The stone for Selinus was obtained hence, and numerous blocks of stone and *frusta* are lying about in an unfinished condition.

128 kil. S. Nicola.

137 kil. MAZZARA.

(Pop. 12,200.) *Inns*: *Locanda Garibaldi*; *Locanda di Mazzara*; *Albergo Centrale*. The town forms a quadrangle about a mile in circuit, enclosed by walls 35 ft. high, and with square towers at intervals of 30 yards, of Saracenic and Norman construction.

The coasting steamer stops here on its way to Sciacca halfway between this and Girgenti.

[Sciacca. (Pop. 19,200.) *Inns*: *La Pace*; *Caffè d'Italia*.

A British Vice-Consul resides here.

Sciacca occupies the site of the *Therma Selinuntina*, a town of Greek origin, the birthplace of Agathocles, the tyrant of Syracuse. In later times

it gave birth to the historians Fazello and Inveges. The modern name is a corruption of the Arabic "Sheikh," or chieftain. Count Roger gave the town with its territory to his daughter Juliette de Hauteville, on her reconciliation with him after her runaway match with Robert, Count of Zamparron. The town at that time was little more than a fort, but it stood two sieges, first in 1267 from the forces of Charles of Anjou, and again in 1302 from the Angevins under Charles of Valois, who after 43 days was compelled to raise the siege, and sign at Caltabellota the treaty of peace in which he recognised the independence of Sicily under Frederick II. of Aragon. This sovereign in 1330 enlarged the town to its present size, and much of his fortifications are extant. These were restored and strengthened by the Emperor Charles V.

Sciacca stands on the verge of a lofty cliff overhanging the sea, which position, with its irregular walls, and the castles at its eastern angle, gives it an imposing appearance at a distance. Yet within the gates it has an air of utter poverty and wretchedness. There is no harbour, and the vessels which come here for cargoes have to anchor about a mile off the shore, where they are exposed to every wind from S.E. to W. The *Chiesa Matrice* was founded at the close of the 11th cent. by Juliette, in atonement for her sin in living with Count Zamparron before marriage, and appropriately dedicated by her to the Magdalen: it contains little of interest.

There are some curious specimens of the domestic architecture of the Middle Ages; among them is conspicuous the *Palazzo Starafinto*. At the E. end of the town are the ruined castles of *Perollo* and *Luna*, whose deadly feuds raged for several generations; the convulsions attending them are known as the *Casi di Sciacca*.

The hot springs which gave their name to the Greek town, lie outside the walls to the E., and at the foot of the mountain of S. Calogero. They are 4 in number, rising at a short distance apart in a white saline clay,

and possess different characteristics and properties. One is sulphureous and hot, about 126° Fahr., and is highly esteemed in cutaneous and scorbutic disorders. It runs into 2 courts, where men and women bathe separately. The next, called *Acqua Santa*, only 59½° Fahr., is strongly saline and purgative. The third, which is also potable, is esteemed for removing affections of the eyes. The fourth, a stone's throw to the E., is tepid and saline, and of great repute for drying up ulcers. The waters of these springs on their way to the sea leave a thick deposit, that hardens to a rock like travertine, which is much employed for building purposes. Fragments of the edifices used by the ancients for their baths, as well as of the conduits and pipes, are still visible.

The most celebrated of the baths are those on the summit of *Monte San Calogero*, from the summit of which a magnificent view is obtained. It is only 1035 ft. high, and 3 m. from the city gates, yet the ascent takes fully 1½ hr. The lower slopes are covered with vines, but the upper are rocky and bare, or sprinkled with only the dwarf-palm. Halfway up is a large natural cavern, called the *Grotta di Diana*, where is a remarkable echo. Somewhat more to the rt. of the path, and on the S. side of the mountain, is an oblique well of great depth, in which a roaring noise is continually heard, probably caused by a subterranean stream. The mountain is traversed by many springs, which cause the gurgling noises heard in the holes and wells, and the hot vapours which issue from the crevices. Under the brow of the mountain to the S. are the *Stufe*, or vapour-baths, which, according to ancient fable, were fitted up by Dædalus, some 3000 years ago, and in which Minos, the celebrated king of Crete, was treacherously stifled by the daughters of Cocalus, the Sicanian prince. They consist of several caverns, or sudoritic chambers, hollowed in the cliff, one of which is surrounded by benches hewn from the rock, where patients taking their seats are thrown into a perspiration by a current of vapour

issuing from the recesses of the mountain with the temperature of 102° Fahr., and scarcely any perceptible smell. In this cavern are traces of inscriptions of very remote times, but in what character is not now discernible. Next this is a cave, pointed out as the residence of the venerable Calogero, the tutelary saint of Sciacca, and containing a well or shaft of great depth, the descent into which has been attempted by means of ropes and torches, but the dense steam has always rendered the essay futile. At some little distance down the mountain to the E. is another cavern, called *Grotta delle Pulzelle*, which also emits hot and sulphureous vapours.

The baths are resorted to in the summer months, principally in June, by crowds of persons afflicted with all sorts of disorders, especially rheumatism, from the remotest part of Sicily.

On the summit of the mountain is a hermitage dedicated to the saint, to whom all the cures effected are attributed, with several buildings for the accommodation of those who use the baths.]

148 kil. *Bambina*.

158 kil. *Marsala*.

A *British Vice-Consul* resides here.

Inns: *Albergo Centrale*; near a very fair restaurant. *Locanda del Leone*, dirty; *Trinaoria*, tolerable.

Marsala (Arab. *Marsa Ullah*, "the harbour of God") is built on the site of the ancient *Lilybæum*, a city founded soon after the destruction of Motya; it became one of the chief strongholds of the Carthaginians in Sicily, and on two occasions the last bulwark of their power. Cicero was quæstor at Lilybæum in B.C. 75. Few remains of the ancient city exist at the present day.

Marsala is of square form, very Moorish in appearance, about 2 m. in circuit, enclosed by a wall erected by the Normans and repaired and restored by Charles V., who added square bastions at the angles.

The present *Port*, which lies to

the W. of the town, is of recent construction; the sickle-shaped mole which encloses it, and is terminated by a lighthouse, being only completed in 1848. The ancient port, which played so conspicuous a part in the celebrated siege, lay to the N. of the promontory. No vessel ought to attempt to enter without a pilot. The writer was on board a large yacht which grounded, owing to the want of this precaution.

It was in the harbour of Marsala that Garibaldi, on the 11th May, 1860, effected a landing with his heroic band of 1007 men in the face of a 50-gun frigate and 2 steam-sloops of the Neapolitan navy. He ran right inside the Mole in the "*Piemonte*" his other steamer, the "*Lombardo*," grounding 100 yards outside. The Neapolitans followed them in, but by the time they reached the harbour the Garibaldians from the "*Piemonte*" had taken the town, and those from the "*Lombardo*" were partly ashore. The royal ships remained for 2 hours inactive, and not till every Garibaldian had landed did they open fire upon the steamers which had brought them, capturing them, of course, without resistance. The little band of liberators encamped for the night outside the gates on the road to Salemi, for which town they started on the morrow to win their first victory at Calatafimi.

In the *Chiesa Matrice* are 16 fine Roman Doric columns of grey marble, all monoliths, which were originally intended as a present to the ch. of St. Thomas at Canterbury; a fact explained by St. Thomas à Becket being the patron-saint of Marsala.

There are some *Caves* in the neighbourhood worth seeing.

Marsala is most celebrated at the present day for its wine; the establishments are outside the town, and are mostly the property of Englishmen.

The first establishment was that of Mr. John Woodhouse, which dates as far back as 1776. Through him the wine of Marsala was introduced into the British fleet. This firm has a document of which it is very proud, an agreement entered into between Lord

Nelson and John Woodhouse for the supply of 500 pipes of Marsala for the use of H.M. ships at Malta. The concluding sentence is in Lord Nelson's handwriting. The principal firms are Ingham, Florio, and Woodhouse, who admit visitors to see their establishments or *Bagli*. Each *baglio* is a little town in itself. Everything, save the wine, is made within the walls. That is purchased of the growers throughout the country, and stowed here for exportation. As much as 70,000 pipes are sometimes in stock at once, and half that quantity is exported annually. These establishments are kept in the most beautiful order and are well worthy of a visit. That of Mr. Woodhouse contains a mausoleum in which all the English who died in the Colony used to be buried. Amongst others interred here is old John Woodhouse; another monument, that of John Christian, bears date 1793; a new cemetery has lately been brought into use.

165 kil. *Spagnuola*.

Near this and a little off the shore are a number of low rocky islets, enclosing a shallow lake-like gulf, called *Lo Stagnone*. On all these islands are salt-works. In the midst of this lake and nearest to the shore is the somewhat larger islet of

San Pantaleo, famous for its delicious wine and figs, but still more as the site of the ancient *Motya*. The islet, though connected with the mainland by a causeway still existing, is so small, only $1\frac{1}{2}$ m. in circumference, that it is difficult to imagine it the site of a powerful city. In 397 B.C. it was besieged by Dionysius of Syracuse, who led 80,000 men and a large fleet against it. This siege is not only memorable for the heroic conduct of the defenders, but as being that in which the catapult was first employed. Shortly afterwards *Motya* disappeared entirely from history. Further out to sea are the *Egadean Isles* (*Insule Egates*) consisting of MARITIMO, FAVIGNANA, LEVANZO and the FARMICHE. They stand boldly out, and

may be seen in clear weather at from 40 to 60 miles by a passing vessel.

172 kil. *Ragattisi*.

176 kil. *Marausa*.

185 kil. *Paceo*.

In the plain of *Falconari*, Frederick II. of Sicily routed the French and Neapolitan armies, and took Philip of Anjou prisoner in 1299.

189 kil. *Trapani*.

Inns: *Leon d'Oro*, lodging only; *Cinque Torre*, restaurant.

The ancient *Drepanum* owes its origin to Hamilcar Barca, who built it during the first Punic war, 260 B.C. It was one of the most important strongholds of the Carthaginians.

Trapani took a very important part in the Sicilian Vespers, and eagerly welcomed the new monarch, Peter of Aragon, when he landed here on the 30th August, 1282, after his *fiasco* on the coast of Africa.

The port is small, but it will hold vessels of considerable tonnage, and is well sheltered except from the south. It has a classical interest, as the spot where Virgil lays the scene of the burning of the Trojan fleet, and of the funeral games in honour of Anchises.

It was made a *Place d'Armes* by Charles V. for the protection of the coast from the Barbary pirates. In former times it was considered "invictissima," and it was strengthened on the land side by the English during their occupation of Sicily, but the defensive works could not resist modern artillery. Still it is one of the most flourishing places on the W. coast of the island, and the chief seat of the Sicilian coral-fishery, which is carried on near La Calle, on the coast of Africa (p. 27). A new and very rich coral bank has recently been discovered off Sciacca. The inhabitants are celebrated for their carvings on *Pietre dure*, alabaster, shell, wood, ivory and coral.

The city is neat and clean, but its great attraction is the abundant relics of the Middle Ages in its domestic architecture. In every street you find quaint feudal palaces, dating from the

days of the Norman or Aragonese monarchs, and no less than 50 churches. The *Liceo* contains a gallery of paintings, some few of them good.

From Trapani to the town of MONTI SAN GIULIANO, on the mountain of that name, 2180 ft. high, is a distance of 7 m. Carriages can ascend, but the road is so steep that it is better to do it by donkeys or on foot (2½ hrs.). This town, which has a population of 6143, is the ancient *Eryx*; it is situated on the very summit of the mountain, and is still enclosed on the W. by the walls of the ancient city; on every other side its boundaries are precipices or inaccessible slopes. The view from it is very striking. The town is wretched and dirty, but it prides itself on two things—on being the birthplace of St. Albert, a Carmelite monk, who wrought great miracles in his day, and on producing the most beautiful women in Sicily. Here was a very celebrated temple to Venus Erycina, of which very few fragments now remain. The Senate assigned to it a guard of 200 soldiers, and decreed that 17 cities should pay a yearly tribute for its adornment.

At the foot of the mountain stands the shrine of the *Madonna di Trapani*, which contains a miraculous statue of the Virgin and Child. The hair and lips are coloured; both figures have ponderous gold crowns on their heads, and are almost lost beneath the profusion of chains, jewels and trinkets with which the devotion of the faithful has adorned them. This shrine is in great repute in Sicily; and on the festa of the Madonna, on the 16th August, pilgrims, with crooks and scallop-shells, flock to it from all parts of the island.

e. ROUTE FROM PALERMO TO CATANIA.

This can now be done in about 1½ hrs. The traveller will do well to provide himself with food for the journey.

Palermo to

125 kil. *Caldare* (see Route e).

130 kil. *Comitini Zolfare*, near which are valuable sulphur mines.

135 kil. *Grotte*. The ancient *Erbesus*, so named from the number of caves in the rocks around it.

137 kil. *Racalmuto* (12,000 Inhab.), from the Arabic *Baka el Mout*, "village of death." Its castle was built by Frederick Chiaramonte in the 14th cent. This neighbourhood was formerly much haunted by banditti.

145 kil. *Castrofilippo*.

152 kil. *CANICATTI* (Junction for *Licata*). A town of Arab origin and considerable importance. It lies in a hollow, amid vineyards, olive and orange-groves, surrounded by heights of white rock.

159 kil. *Serradifalco*, on Monte Cusano, and in the midst of sulphur mines.

171 kil. *S. Cataldo*. A large town, the hills around which are burrowed with sulphur mines.

178 kil. *CALTANISSETTA*. The capital of the province (Pop. 26,000). From the Arabic *Kelaüt en-Nissa*, "Fortress of the Women." It is picturesquely situated on a lofty plateau, overhanging a deep and fertile valley. About 2 m. to the E. is the *Badia di Santo Spirito*, of Norman architecture, founded by Count Roger and his wife Andelasia, and 2 m. from this is a small volcano emitting water, sand and carburetted hydrogen, which rises in bubbles, and burns on the application of fire.

184 kil. *S. Caterina Xirbi*.

191 kil. *Imera*.

200 kil. *Villarosa*. A small town in the midst of sulphur mines.

210 kil. *CASTROGIOVANNI*. The ancient *Enna*, and the Arabic *Kaer Enna*, one of the most ancient cities in Sicily, the chosen abode of Ceres, and the scene of the rape of Proserpine. Its situation is most remarkable; placed on the level summit of a hill, 3000 ft. above the sea, surrounded with precipitous cliffs, abundantly supplied with water, it forms one of the strongest natural fortresses in the world. It played a very important part both in ancient and mediæval history. Here the line descends to

222 kil. *Leonforte*. [An expedition may be made hence to *Nicosia*, one of the most picturesque inland towns in

the whole kingdom of Italy, with the additional charm of a wonderful view of Etna.]

231 kil. *Assaro Valguarnera*. The ancient *Assorus*.

237 kil. *Radusa*.

244 kil. *Agira*.

255 kil. *Catenuova*.

To the l. of the station, and on an abrupt eminence, is the small town of *Centuripe* or *Centorbi*. 7300 Inhab.

It was a place of some importance under the Romans, and the birthplace of Celsus. It was destroyed in 1233, by Frederick II., on account of its disaffection, and the population was removed. There are some antiquities in the neighbourhood. The view of Etna from here is very fine.

The line now passes considerably S. of the old high road by *S. Filippo* and *Aderno*, and runs down the valley of the *Dittaino*.

259 kil. *Muglia*.

266 kil. *Sferro*.

272 kil. *Gerbini*.

282 kil. *Motta S. Anastasia*.

Motta S. Anastasia, a small town, with a castle on a precipitous basaltic cone, commanding a fine view of the *Piano* or plain of *Catania*.

The train then crosses the *Simeto* to 292 kil. *Bicocca*, junction of the line for *Syracuse*.

299 kil. *CATANIA* (see p. 421).

f. ROUTE FROM PALERMO TO LICATA AND TERRANOVA.

The embranchment of the rly. from *Canicatti* to this place was opened for traffic in February 1881; so that the communication between *Palermo* and *Licata* by rly. is now continuous.

Licata or *ALICATA*. (Pop. 16,600.)

A *British Vice-Consul* resides here.

Inn: The *Imera*, directed by *Luigi Vitali*, is fairly comfortable.

Coal procurable, 88 frs. per ton.

Licata enjoys a considerable commerce, exporting large quantities of grain, cotton and sulphur; yet it is mean and dirty. The town is built

partly on the lower slopes of the isolated heights which here sink to the sea, and partly on the shore, just where it forms a small peninsula between the headland and the mouth of the Fiume Salso, one of the principal rivers of Sicily. The town was a place of some strength in the Middle Ages, but the Norman walls which enclosed it have fallen into utter decay. The old fortress on the peninsula is also more picturesque than formidable, and the castle of St. Angelo, on the brow of the hill to the W., is dismantled. The harbour works commenced at the expense of the town in 1872, and interrupted for want of funds in 1877, have now been recommenced, and it is expected that they will be completed in 1885.

Licata occupies the site of the ancient *Phintias*, a town built by the tyrant of that name, despot of Agrigentum, about 280 B.C., after he had destroyed Gela, whose inhabitants he transferred to his new town. The castle-height, now the *Poggio di S. Angelo*, was anciently called *Ecnomos*, "monstrous" or "wicked," from the fact that in a castle he had built on this height the tyrant Phalaris kept the brazen bull, the fearful instrument of torture which has rendered his name execrable to all ages. In the Middle Ages Licata suffered severely from the depredations of Barbary corsairs; and in 1553 it was fired by a Turkish and French fleet, and almost destroyed.

A railway is in construction to Terranova and on to Syracuse, but at present the traveller must either go by road, or by the coasting steamer.

Terranova. (Pop. 15,000.)

Inns: *Domenico Gutilla; Fenice.*

A British Vice-Consul resides here.

Terranova is cheerfully situated on a long narrow eminence rising from the sandy beach, and separating it from the extensive and fertile plain inland. With mediæval walls, surmounted by church domes and towers, it looks imposing enough at a distance; but on entering, you find it to consist of little more than the one broad paved street which traverses it from end to

end: all the others are narrow filthy alleys. The public buildings are mean; and the churches for the most part shabby.

Though, like Licata, without a port, Terranova carries on a pretty good trade in sulphur, corn, wine, soda, cheese and cotton.

The modern city was founded by Frederick II., at the end of the 13th cent., close to the site of the ancient *Gela*, one of the earliest and most important Greek cities, founded in 690 B.C. 108 years after her own establishment she sent out a colony, and founded the great city of Agrigentum. It was destroyed by the Carthaginians 405 B.C., and she received her death-blow from Phintias of Agrigentum, about 280 B.C., who utterly demolished it, and carried off the population to the new city which he had founded and called by his name. (See *Licata*.)

Outside the walls of Terranova, at about 500 paces from the *Porta di Vittoria*, lies a fine Doric fluted column, one of the *frusta* of which still remains *in situ*. This was, probably, the temple of Apollo. The great brazen statue of that god was carried off by the Carthaginians, and sent to Tyre, where it was found by Alexander of Macedon on his capture of that city.

Gela was renowned as the birthplace of Gelon and Hieron of Syracuse, of the comic poet Apollodorus, and of the philosopher Timogenes; and as the retreat of the tragedian *Æschylus* when, driven from Athens, he took refuge in Sicily; and here he met his death, 456 B.C.

G. Messina. (Pop. 110,000.)

British Vice-Consul: P. E. Rainford, Esq.

Inns: *A. Trinacria*, Strada Garibaldi, with view on the quay; *Belle Vue*, do. do.; *La Vittoria*, Strada Garibaldi; *Albergo di Venezia*, Strada della Neve.

English Church Service is held in the German Church.

There is an *English Cemetery* near the citadel, granted during the occupation by Ferdinand II., in which many English officers and soldiers are buried.

Means of Communication.—*Italian Company.* For Catania and Alexandria, Friday, 9 P.M., and for Naples, Leghorn, and Genoa, Wednesday, 5 P.M.

Other steamers of the same line call here frequently; consult time tables.

Vessels can easily coal here, cost about 33 frs. per ton.

Rail to Catania, Syracuse, Girgenti and Palermo.

For beauty of situation Messina has few rivals in Europe, and it may fairly claim to rank as the first commercial city in the island. It is admirably situated for commerce, in the middle of the Mediterranean, just within the mouth of the Straits, and on the highway of traffic and transit between Great Britain, France and other western countries, and the Levant, Egypt and India.

The Port is about 4 m. in circuit, enclosed by the low spit of land called the *Braccio di S. Raineri*, which projects into the sea from the S. of the town, and curves round like a sickle to the N. and E., till it almost meets the shore again, leaving but a narrow passage between them. The water is so deep that it is difficult to anchor. Yachts lie near the citadel in 20 fms. water. The city lies along the coast for a distance of 1½ m., facing the port and Straits. It is of no great width, the hills, which rise almost from the shore, leave but a narrow strip of level ground at their base. This clear piece of ground has been sold; one-half of it is occupied by buildings, and the quarter of it by the railway station and depot. High above it to the W. are the forts of Bocchetta and Porta Gnà. To the S. the hills recede further from the sea, and leave a wider tract of level land, a portion of which, in front of the citadel, is kept clear of houses for military purposes. It was formerly one of the most populous quarters of the town, but it was destroyed after the rebellion of 1674, and has since been uninhabited. Another portion of the level ground to the S. of [Mediterranean.]

the town is occupied by the large suburb, called Zaera, which contains more than 10,000 inhabitants. Between this and the sea are numerous orchards and gardens, while the hill-slopes inland are bright with vineyards or dark with olive-groves.

Messina is a handsome, well-built town, with more regularity in the arrangement of its streets than is common in southern cities.

The principal streets are the Strada Garibaldi, the Corso, the Primo Settembre, the Strada Cardines and the long Quay or Marina. The first two traverse the city in its greatest length, or from N. to S. But the pride and glory of Messina is the Quay, or Corso Vittorio Emanuele, or, as it is more commonly called, LA MARINA. It stretches along the shore in the form of a crescent for more than a mile, and is flanked by a range of lofty buildings 3 stories high, and of uniform architecture, so as to appear but one magnificent palace of enormous width, faced at intervals with columns and pilasters. This grand range of buildings is unfortunately in an imperfect state. There is a splendid view from the telegraph station at the Capuchin convent, which should be visited.

The climate of Messina is excellent, being neither cold in winter nor oppressively hot in summer, but the cold breezes through the Straits, which cool it at the latter season, are sometimes very trying to delicate chests in winter, and the drainage is bad.

Messina occupies the site of the ancient *Messana*, or *Messene*, but the original name was *Zancle*, derived from a Greek word signifying "Sickle." It was founded by pirates from Cumæ in the 8th cent. B.C. In 396 it was taken and destroyed by Hamilcon the Carthaginian. After numerous vicissitudes it was treacherously seized by the Mercenaries of Agathocles 282 B.C., who became one of the most powerful people in Sicily, but being defeated by Hieron II. of Syracuse, they invoked the aid of Rome, and thus brought about the Punic war. Under the Romans it rose to great importance, and played an important part in the civil

wars between Cæsar and Pompey, and between Octavianus and Sextus Pompeius.

In A.D. 843 Messina fell into the hands of the Saracens; and as it had been the first to call in the Romans to the conquest of Sicily, so it first invited the Normans to the rescue of the island from the Moslem yoke. Count Roger crossed the Straits in 1062 with only 270 men, but, with the assistance of the Christian inhabitants, he soon obtained possession of Messina. In 1189 Richard Cœur de Lion and Philip Augustus, on their way to the Holy Land, wintered here, and their stay was marked by continual dissensions and brawls, in which the city suffered grievously from fire and sword. In 1282 Messina, for the part it had taken in the Revolt of the Vespers, was singled out by Charles of Anjou as the first object of his vengeance. He invested the city by sea and land, but the valour of the citizens triumphed over all his assaults, and he was ultimately compelled to abandon the siege, which he had conducted in person.

In 1672 the Messinese, smarting under oppression, threw off the yoke of Spain, and proclaimed Louis XIV., who for a few years gave them efficient support, but in 1678 found it expedient to desert them, and leave them to the vengeance of their legitimate sovereign. The plague in 1743 swept away more than half the population, and 40 yrs. later the city was overthrown, and thousands of its inhabitants destroyed by the awful earthquake which then desolated Calabria.

No city of Sicily that occupies an ancient site contains fewer remains of antiquity than Messina; and this is owing to its position, which has in all ages exposed it to the attacks of foreign invasion; to the frequent sieges, assaults, bombardments and conflagrations it has endured; and, above all, to the earthquakes which at various periods have overthrown the greater part of the city.

The old port of *Rocca Guelfonia*, with its tall octagonal tower, on the highest part of the city to the W., is one of the first objects that strikes the

eye. The tower was erected by Count Roger, on his conquest of Messina. In 1284 Queen Constance, wife of Peter of Aragon, took up her abode here, and it was afterwards the residence of the Aragonese kings. It is now converted into a prison. The summit of the tower commands a superb view of the Straits from the Faro Point to the Capo Scaletta, with the wild coast of Calabria opposite. The height on which it stands is girt with precipices and enclosed by the city wall, so that this fort was of great strength in the olden time.

The CITADEL was erected by Charles II. of Spain, in 1680, to overawe the city, after a revolt of the inhabitants which had lasted from 1672 to 1678. It is a regular pentagon, with a *faussebraye* and several outworks, and was constructed by a German engineer, *Carl Nürimberg*, on the principles laid down by Vauban. It was much improved by the English during their occupation of Sicily. The part towards the city has been razed, the sea side has been kept up. The Sicilians, in 1848, though for some months they held undisputed possession of the rest of the island, were powerless against this fort, which served the King of Naples as a *point d'appui* from which to re-conquer the island. This citadel too was the last point in the Two Sicilies which held out for Francesco II., not surrendering to Vittorio Emanuele until after the reduction of Gaeta, February 23, 1861.

At the extremity of the tongue or "sickle," and guarding the entrance to the port, stands the fort of S. SALVATORE, a long irregular structure terminating in a circular bastion at the mouth of the harbour. It is of very early construction, but was rebuilt and enlarged by the Emperor Charles V. High above Messina, on prominent spurs of the mountains which rise behind the city, are two strong forts.

CASTELLO GONZAGA, built by the Viceroy Ferdinand Gonzago in 1544, and commanding a most extensive and magnificent prospect. During the re-

olution of 1848 it was held by the insurgents, and committed much injury on the citadel and Bastion of Don Blasco, manifest proofs of which are still apparent.

Castellaccio, which occupies a less commanding eminence, was built by the Viceroy Juan de la Vega (1547-1557) in the reign of Charles V.

The Cathedral, or *Matrice*, is, or at least a portion of it is, the earliest piece of Norman architecture in Messina. It was begun by Count Roger in 1098 and completed by his son but it has been so altered and rebuilt as to retain very little of its original character. The doors in the façade are painted and richly decorated; in the lower portion of the walls are bands of mosaics, and of sculptured figures engaged in agricultural and other occupations.

Its plan is that of a Latin cross with 3 apses, and a dome at the intersection of the nave and transepts. The 26 monolithic columns which support the nave are probably of marble, but this is concealed by a coat of paint. They are said to be from a temple of Neptune, which stood at Faro Point. Their capitals are Corinthian and gilt. The original wooden roof was burnt in 1254 on the occasion of the funeral of Conrad, son of the Emperor Frederick II. The catafalque was so high that the lights caught the rafters, and the whole, including the body of the prince, were consumed together.

His ashes are contained in a coffin within the arch of the apse to the rt. Opposite is a similar coffin, containing the remains of Alfonso the Magnanimous, who succeeded to the throne of Sicily in 1416 and died 1458. In the tall rounded window at the back of the apse is a third coffin, in which is interred Antonia, wife of Frederick III. of Aragon. In front of the central apse or tribune stands the *High Altar*, a masterpiece of inlaid work, one of the earliest, and at the same time richest, specimens of Florentine mosaic, called "*opera di commesso*." It is entirely encrusted with agates,

jaspers, chalcedonies, *avventurino* and other precious stones, wrought into the form of flowers, birds, &c., in their natural colours, on a ground of lapis lazuli. The screen behind it, as well as the upper steps of the altar, are decorated in a similar manner. The effect of the whole is rich beyond description. The *baldacchino* is heavy with gilding, cherubs and scroll-work, and is supported by Corinthian columns of bronze gilt, encrusted with lapis lazuli; it is prized by the Messinese as surpassing in richness, if not in size, the famous baldacchino of the Vatican. It cost not less than 300,000 piastres, or 62,500*l*. In the centre of the screen is a small brass bas-relief of the Virgin delivering her letter to the Messinese; above is the miraculous picture of the Virgin, popularly believed to have been by St. Luke. It is ordinarily covered with a *manta* of silver, but on festive occasions this is exchanged for one of massive gold, laden with precious stones. The back of the screen of the altar is as rich with inlaid work and bronze gilt as the front. Here, in large gilt letters, is a copy of the celebrated letter which the Virgin is believed to have delivered with her own hands to the citizens of Messina. The tradition is that the Messinese, converted to Christianity by the preaching of St. Paul, wrote a congratulatory address to the Virgin at Jerusalem. This embassy, conducted by the Apostle himself, was graciously received and dismissed with a most comforting epistle, in which the illustrious personage declares her intention of taking Messina under her special protection. The letter now shown is not the original, which was burned by some person out of envy and malice. The copy extant is only a translation of a translation, for the original Hebrew was turned into Greek by St. Paul, and the celebrated Constantine Lascaris, who taught Greek at Messina, and died there 1467, did the Apostle's Greek into Latin. No Messinese doubts the authenticity or miraculous powers of the epistle, and many of the citizens give the name of Letterio or Iet'

to their children in its honour. A register is kept of the cures effected by it, especially in driving out devils, and in cases of difficult parturition. Even queens have worn it round their necks on such occasions.

The *pulpit* is of sculptured marble, and a remarkably fine work. On one side of the door leading to the sacristy is a small *alto-relievo* of St. Jerome at his devotions, very finely carved, attributed to *Cagini*. The carved seats of the choir are the work of *Giorgio Veneziano* in 1540. The backs show landscapes in *marqueterie*.

In a small chapel to the l. of the Tribune is the reliquary, where the devout are edified by a sight of the arm of St. Paul, some of St. Mark's blood, Mary Magdalene's skull, and a lock of the Virgin's hair, which she sent to the Messinese at the same time as the celebrated letter. Here are preserved vases, ostensoirs, candlesticks and sacred images, in the precious metals, beautiful specimens of the goldsmith's skill in former centuries.

Beneath the cathedral is a spacious crypt, divided into 3 aisles by low massive columns of marble, with simple Norman capitals, supporting arches acutely pointed. The roofs are groined, but encrusted with modern stuccoes, and covered with frescoes.

Of the other churches two only are worthy of special attention. S. Gregorio, on an eminence above the Cathedral, is attached to a convent of nuns, part of which is turned into a *Museum*. A few old nuns still (1882) reside there. It was founded in 1542 on the site of a temple of Jupiter. The exterior is ugly, but the view from the steps is magnificent.

In plan the ch. is a Greek cross, with a lofty dome in the centre. The whole interior, walls and pilasters, is encrusted with a mosaic, in the Florentine style, of the most precious marbles and *pietre duri*, amongst which *lapis lazuli* is so abundant as to give a general azure tone to the whole; this represents flowers, figures, beasts and birds in their natural colours. The effect is most sumptuous. The roof was painted in fresco by the brothers

Filocami in 1723. There are some fairly good pictures. In one of the side chapels are a few *ex-votos*; one represents an English military surgeon performing an operation! In front of the altar in this chapel is a fine tombstone of an abbees, dated 1629.

S. Niccolo, in the Corso Cavour, near the post-office, is in the Italian style, erected in the 16th cent. It has five aisles, the central one is flanked by 12 old Roman columns of African breccia, the two lateral aisles on each side are separated by square pillars of richly inlaid marbles and sculptured marble work. Some of the mosaic work in the side chapels is of incredible richness, especially in that of the Magdalen, the 4th to the right. Some parts of the walls, however, are painted to imitate the true Florentine work, as if funds had fallen short, and the original design could not be completed. All the upper part of the building, above the arches of the nave, is quite unadorned.

In the *Piazza del Annunziata*, just opposite, is a fine bronze STATUE OF DON JOHN OF AUSTRIA, brother of Philip II. of Spain, erected in 1572 to commemorate the great naval victory gained by that prince over the Turks at Lepanto in the previous year, in which the allied force of 213 galleys vanquished the Ottoman force of 290. On three sides of the pedestal are bronzes in low relief, one representing the hostile fleets drawn up in line of battle in front of the Gulf of Lepanto; the second, the two fleets engaged; the third shows the victorious fleet entering the harbour of Messina. The town then was very similar to what it now is, excepting that there was a sea-wall, which fell down during the earthquake of 1783.

A very favourite walk is to the MONTE DEI CAPPUCINI to the N. of the town, from which a fine view is obtained. The fine new CAMPO SANTO is also well worthy of a visit.

[An excursion may be made to Fav (7½ m., carriage 10 frs.), a small village on the N.E. point of the island. This is the narrowest part (3600 yds.)

of the Straits of Messina, so dreaded by the ancients; even now they require some care in navigation, owing to the currents, known to them as the *CHARYBIDS*. On a rock opposite is the village of *SCILLA* (*SCYLLA*), whence the well known proverb.

Faro Point, *CAPO DI FARO*, was the *Cape Pelorus* of the ancients; it is a low sandy point with a lighthouse. Between the beach and the hills are two lakes, in one of them stood the *Temple of Neptune*, the columns of which were taken to build the Cathedral at Messina.]

h. ROUTE FROM MESSINA TO CATANIA, AND ETNA.

The rly. from Messina to Catania skirts the coast the whole way through exquisite scenery.

Soon after leaving Messina, the new Campo Santo is seen on the hill to the rt.

7 kil. *Tremestieri*.

11 kil. *Galati*.

16 kil. *Giampiglieri*. Near this is the monastery of *S. Placido di Calonerò*, a fine edifice of Italian architecture.

18 kil. *Scaletta*. Crowning the steep limestone heights above the village is *Scaletta di Sopra*, a venerable feudal castle of the 14th cent., the residence of the Ruffo family, Princes of Scaletta.

24 kil. *Ali*. A village renowned for its thermal baths; beyond it, *Roccalumera*, so called from its alum-mine, is seen on the hill to the rt.

27 kil. *Nizza di Sicilia* (S. Ferdinando), with a ruined castle of Prince Alcontres (1666). The neighbouring mountains abound in metals and minerals—silver, lead, copper, cinnabar, alum, antimony and marcasite; and some of the mines were worked by the ancients, the remains of their shafts being still apparent.

33 kil. *Sa. Teresa*. High above it to the r. is seen the village of *Savoca*, between two ruined capped peaks, and *Forza d'Agro*, perched like an eagle's nest on the summit of a ridge which rises steeply from the sea.

36 kil. *Sant' Alessio*. To the l. is the cape bearing the same name, rising in a sheer precipice of yellow limestone from the sea, crested by a castle, while a larger fort commands the pass; both are said to date from the English occupation of Sicily in the beginning of this century. The cape is penetrated by a tunnel, beyond which a view is obtained of the promontory of Taormina, with the ruins of the theatre.

43 kil. *Letojanni*. A beautiful road leads from this, in 1½ hr. by donkey, to Taormina.

48 kil. *Giardini*. The station for Taormini—(*Locanda Vittoria*). Here Garibaldi embarked for Calabria in 1860.

[*Taormina* (Pop. 3000) stands on an abrupt hill, 385 ft. above the rly. station, and may be reached either by carriage or on donkeys. 2 frs. and 1 fr. respectively.

This place ought by all means to be visited, and a few quiet days spent here will afford a reminiscence never to be forgotten. If it is ever permissible to compare one landscape with another, surely the view from the theatre may fairly lay claim to be the finest in Europe.

Inns: Locanda Timeo; Bella Veduta.

This little town now represents the ancient grandeur of *Tauromenium*. It is built on a narrow ledge or platform between a precipice and the lofty rock on which the castle stands, so that it contains little beyond a single street, more than a mile in length. It is surrounded by a Saracenic wall, with square towers at intervals, repaired and strengthened in the 16th cent. by Charles V. Its churches are numerous, and it has many quaint old mansions of feudal times, full of interest.

THE THEATRE is the largest in Sicily, and the only one in Europe that retains its *scena* in any state of preservation. It rests against the side of a hill, in a natural hollow, adapted by art, the seats of the *Cavea* being hewn from the rock. It stood at an elevation of 850 ft., with a magnificent view sea-

ward, one which neither words nor pencil can depict. It is extremely important in the history of architecture, and is one of the best existing examples of a Greek theatre, though it was altered and repaired in Roman times.

One of the most prominent objects in the landscape seen from the theatre looking south, after Etna itself, is the promontory jutting out into the sea beyond Giardini. This is the site of *Naxos*, the first Greek settlement made in the island. It was founded by Theodor, *b.c.* 735, and destroyed by Dionysius in 403.

An inscription on the *scena* records that the theatre was destroyed by the Saracens, who have to answer for all sins of this kind in Sicily, and that it was put in order in 1748-9. The real Saracen in this case was a certain Duca di Santo Stefano, who carried off all the statues and architectural adornments to enrich his palace.

Naumachia.—One of the first objects to which the traveller is conducted is a large structure to which this name is assigned. The only wall now standing is nearly 400 ft. in length. The area within is divided by pilasters into 18 large circular recesses, alternating with others smaller and square.

The channels which supplied it with water are still visible, and prove it at least to have served as a reservoir, perhaps for baths; for it is hard to believe that a town situated like this would have required any other *naumachia* than the sea. On the hill above it are 5 reservoirs, of smaller form, but smaller size.

At one end opens a conduit for the water, which was brought from the Mountains of Mongiuffi, some miles to the N.; and in a side vault is a pipe, by which the reservoir was emptied.

This aqueduct is of Greek origin, and was built to supply Naxos with water. It runs through the main street of Taormina, and can be traced under a wall opposite the hotel *Bella Veduta*. Some distance after passing the *Naumachia*, and turning gradually to the left, it pursued its way through where Giardini now stands until it reached Naxos. When the rly. station at

Giardini was built, a part of this aqueduct was uncovered, and remains may still be traced opposite the station.

Outside the Porta di Messina is the little ch. of *S. Pancrazio*, built on the ruins of a Greek temple.

Close to this are the foundations of some Roman building lined with marble; and nearer the gate are the remains of a brick edifice, vulgarly called *La Zecca*, but probably a tomb; and to the N. and E. of the town there are several other Roman sepulchres.

High above Taormina, and far out topping the lofty Castle-rock, tower the isolated peak of Mola, crested by the little village of that name, a miserable hamlet of 800 souls, which has little interest for the tourist beyond the panorama it commands of wonderful extent and beauty.]

After leaving Giardini the rly. skirts the bay whose northern side is crested by Taormina, and the southern horn of which is *Capo Schiso*, where stood the ancient *Naxos*. No vestiges of it remain at the present day. We are now among the lava-streams of Etna, and soon cross the *Cantare* (Arabic for a bridge), the ancient *Onobulas*, on whose banks stood a celebrated temple of Venus.

52 kil. *Calatabiano*, to the rt. Here the road branches off which leads to Catania, skirting round Etna by *Raddazzo*, *Aderno* and *Paterno*.

57 kil. *Piedimonte*; the town is $\frac{1}{2}$ m. from the station. The line now traverses the fertile district of *Mazzei* and *Giarre*, and reaches, $40\frac{1}{2}$ m., *Giarre-Riposto*, towns lying to the W. and E. of the line. The latter is a seaport, the former is the best place from which to visit the celebrated chestnut-tree of Etna, commonly called the *Castagno de Cento Cavalli*, reputed to be the oldest tree in the world, nearly 200 ft. in circumference. It is doubtful whether this ever formed, as is alleged, one single trunk; it is more likely that it is a group of trees, or offshoots from one common progenitor. There are many other magnificent trees in the neighbourhood.

63 kil. *Masali*.

65 kil. *Giarre-Riposto*.

34 kil. *Mangano*. Near this we enter the lava-bed of 1329—fine view of Etna.

81 kil. *ACI REALE*.

Inn: Grand' Albergo dei Bagni, a large new hotel, perhaps the best in Sicily, and in a beautiful position. This place claims to occupy the site of the loves of Acis and Galatea, where the favoured swain was crushed by the rocks thrown by his rival Polyphemus, and where the gods compassionately turned him into a rivulet, which bore his name in ancient days, and is now known as the *Acque Grandi*. It rises, at once a copious stream, from the beds of lava, and, as if still in terror at the voice of the Cyclops, it hurries down with great rapidity, and falls into the sea only a mile from its source. It is the "herbifer Acis" of Ovid; the "cool water," the "ambrosial drink" of Theocritus.

Acis stands in a commanding position, on an enormous stream of lava, or rather on 7 different streams, which have at various periods flowed from the mountain into the sea, and are here piled up to the height of more than 650 ft. No one who visits Aci should omit to see this tremendous precipice of igneous matter. Above all is a thick stratum of scorise, topped with vegetation. The precipice is vulgarly called *Timpe del Tocco*. This is a wealthy town of 24,000 Inhab., regularly built and abounding with churches. It possesses celebrated sulphur baths.

Beyond this is *La Trezza*, on the N. shore of the small bay, of which Aci Castello forms the southern horn, and about $\frac{1}{2}$ m. from the shore is the remarkable group of rocks called the *Scogli de Ciclopi*, or *I Faraglioni*, the "Scopuli Cycloppum" of the ancients, fabled as those which Polyphemus hurled at Ulysses when he had escaped from his cave, and was putting off to sea; some are of columnar lava, like the Giant's Causeway.

50 $\frac{1}{2}$ m. *Aci Castello*, a dirty village, taking its name from a massive square

fortress of mediæval times, now in a picturesque state of ruin, crowning a bold cliff, at the height of 250 ft. above the sea.

It was off this part of the coast that in 396 B.C. the Syracusan fleet was defeated by the Carthaginian under Magon. Leptines, the admiral of Dionysius, relying on the separation of the land and sea forces of the Carthaginians, occasioned by an eruption of Etna, which obliged Hamilcon to march round the back of the mountain, attacked the wary Magon, but was defeated by him with the loss of 20,000 men.

The route hence to Catania lies entirely over lava: streams of different ages and in various stages of vegetation are crossed, affording not much of the picturesque, but abundant food for wonder and contemplation. The coast breaks into bold rugged cliffs, showing how the fiery torrents have been abruptly checked on meeting the adverse element, which has worn them into grotesque forms, and hollowed them into numerous caverns; some supported by huge piers, as if hewn by the hand of man. The great depth of the water close to the shore shows how much the lava has encroached upon the sea, driving it back for miles, perhaps, from its original boundary.

89 kil. *Aci Castello*.

95 kil. *Catania*. (Pop. 90,000.)

British Vice-Consul: R. O. Franck, Esq.

Inns: Grand' Albergo di Catania, near the station. *Grande Hotel Central*, near the cathedral.

Means of Communication.—*Italian Company*. For Alexandria, Friday, 9 P.M. And for Messina, Naples, Leghorn and Genoa, Wednesday, 9 A.M.

Steamers do not usually coal here, but it is possible to do so. Cost, 58 to 60 frs. per ton.

Catania, so called from its position "under Etna" κατ' Αίτνης, was a very early Greek colony, probably founded about 730 B.C.

It was one of the first places that fell into the hands of the Romans, and under them it became large, wealthy, and flourishing. Under the Byzantine, Saracenic and Norman domination it maintained its importance, and still ranks as the third city in the island.

Catania is situated on the shore in the bight of the bay formed by Capo Mulini on the N. and Capo Sta. Croce on the S.; on the northern verge of the great plain of the Simeto, and on the very roots of Etna, from whose summit, as the crow flies, it is about 20 m. distant. It is surrounded on all sides save the N. by beds of lava; on the E. by the torrent of 812; and on the W. and S. by that of 1669, which filled up its port and overwhelmed a large portion of the city. Etna has proved to Catania at once its bane and its benefactor. The very substance which once ravaged her plains has by its own decomposition covered them with exuberant fertility, and on all sides the material of destruction is turned to the purposes of ornament and utility.

The town is rather more than 5 m. in circuit, exclusive of its suburbs of Sta. Maria di Gesù, Cibali and Ognina. It is of irregular form, somewhat resembling a hatchet, the long Strada Etna, which stretches far to the N., representing the handle, and the mass of the city to the W. the blade. The principal streets take the directions thus indicated. It was so nearly destroyed by the eruption of 1669 and by the subsequent earthquake of 1693; that the few buildings spared by those great catastrophes were pulled down to facilitate the rebuilding of the city, which was effected under the superintendence of the Duke of Camastro. To this Catania owes the regularity of her plan, her numerous and spacious squares, the great length of her streets, and their unusual width—though this is productive of inconvenience in summer, as they do not afford sufficient shade.

The newer part of the town has an

air of commercial prosperity. The older side streets are dirty and shabby, and but for its wonderful lava streams it would be the most uninteresting city in Sicily.

The old *Harbour* was small and shallow, but the construction of a much more spacious one was commenced in 1872; the work is estimated to cost 360,000*l.*, and it is expected to be completed in 1884. The new port affords even now safe accommodation for the largest vessels at all seasons of the year.

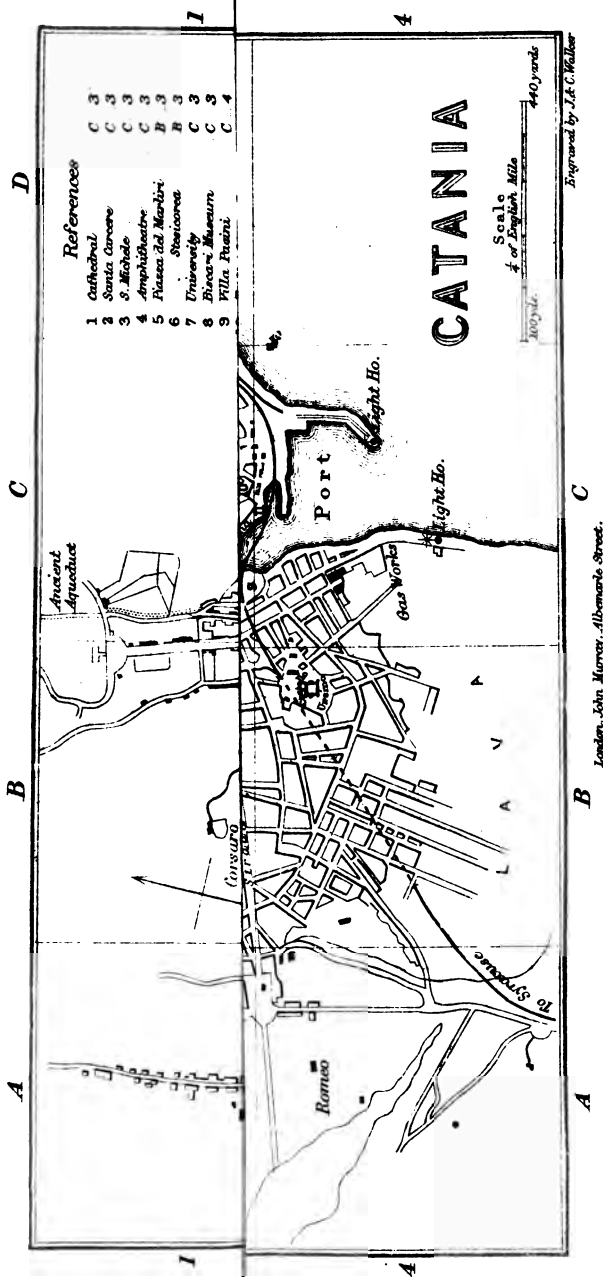
The *Climate* is much milder in winter, but hotter in summer, than the capital; the mean temperature for the year is between 68° and 69°, that of Palermo being about 64°.

At one time the principal *Industry* was silk weaving, an art which has been practised here ever since the silk-worm was introduced by King Roger; but owing to the removal of the customs restrictions between Sicily and other Italian states in 1860, and by the lowering of import duties on foreign silks, this industry has greatly fallen off.

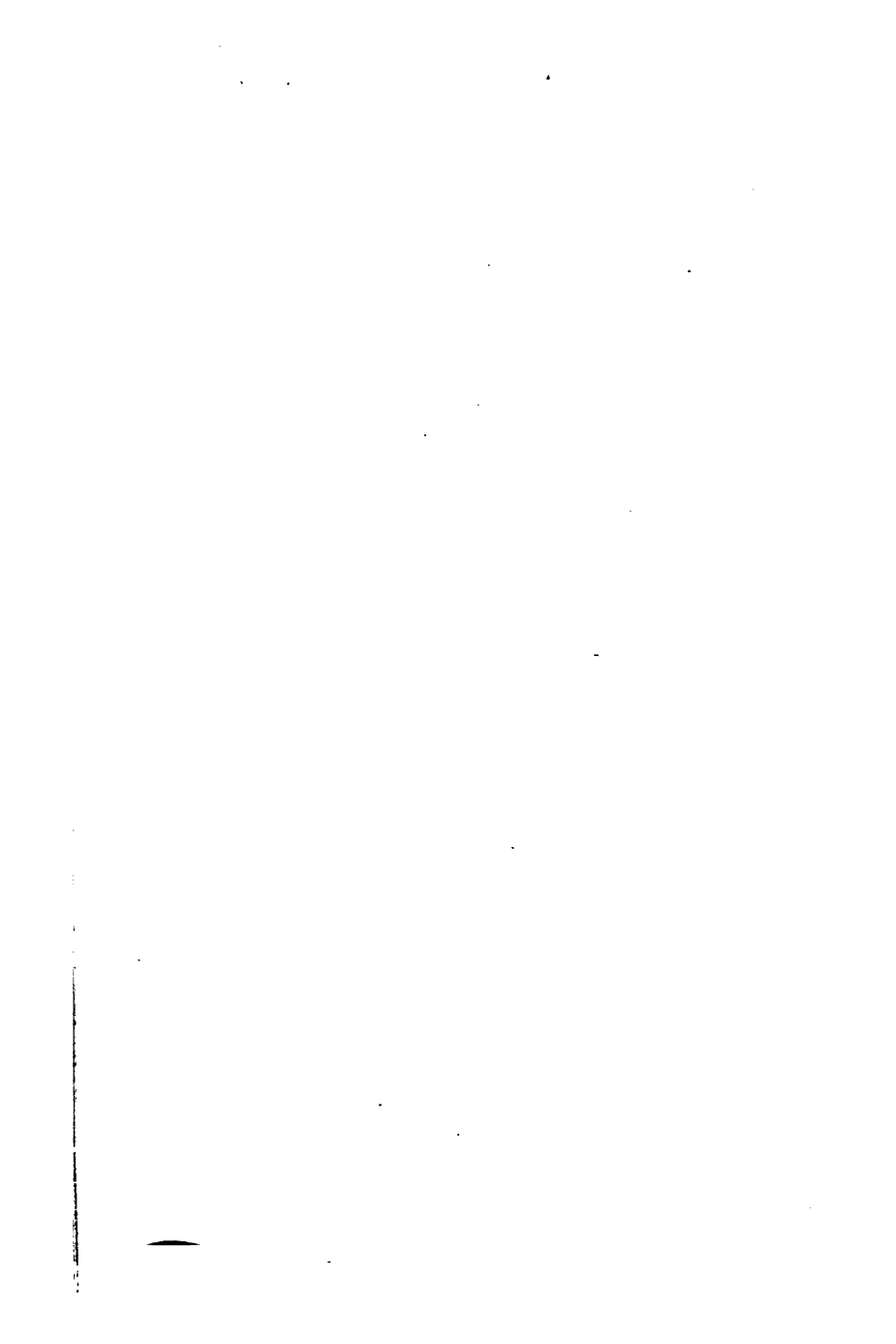
The principal exports are—sulphur, of which 94,000 tons are shipped yearly; grain, chiefly wheat; wine, which is sent to Malta, and latterly to Marsala, for shipment under that name; fruit of various kinds, chiefly oranges and lemons; barilla to Belfast; oil to England; kid-skins to Marseilles; linseed, sumach, &c.

The most curious portion of the city walls is in the quarter called *Gambazita*, where they were overflowed by the lava of 1669, which buried a spring of water at the foot of the wall. The Prince of Biscari had the lava hewn away from the face of the wall until he brought the spring again to light. From the street above, a flight of 63 steps between lateral and overhanging masses of lava conducts to the precious water.

Catania has 7 gates; that of the fish-market, *Arco alla Pescaria*, is a Roman Doric gateway, of lava. The only other that has any architectural pretensions is the *P. del Fortino* (1768).



London John Murray, Albemarle Street.



The *Castello Ursino*, built in 1232, by the Emperor Frederick II., originally stood close to the shore; but the lava of 1669 encroached so far on the sea as to leave it 500 yds. inland. Parliaments were held here in early times; it is now used as a barrack.

IL DUOMO. The cathedral of Sant' Agata was built by Roger I., in 1091. Though it has frequently been injured by fire and earthquakes, especially in 1169, when the roof fell in, crushing the bishop and nearly the whole congregation beneath the ruins, the external shell is substantially that raised by Count Roger. Its form is that of a Latin cross, with 3 aisles, and a dome in the centre. The carved stalls of the choir behind the altar, dating from 1592, show scenes in relief, illustrative of the life of St. Agatha, who was martyred by having her breasts cut off in the reign of Decius, A.D. 251. Against the wall above are the monuments of several of the kings of Sicily and their families. To the rt. lie Frederick II. of Aragon, who died 1337; Prince John, his son; King Louis (ob. 1355); Frederick III., his brother and successor (ob. 1377); Queen Mary, his daughter, married to Martin I., and Prince Frederick, their son, who died in childhood. On the l. is the monument of Queen Constance, daughter of Pedro IV. of Aragon, wife of Frederick III., and mother of Queen Maria, who succeeded her father on the throne of Sicily. Constance died at Catania, 1363.

The chapel of Sant' Agata in the rt. apse has a beautiful altar; in the wall between this and the central apse is hollowed a small chamber, in which are kept the relics of the saint. A half-figure of her, in silver-gilt, laden with precious stones, is said to enclose her head. Tradition asserts that the golden crown was presented by Richard Cœur de Lion on his way to the Holy Land.

Here is the *Tomb of Bellini*, who was a native of Catania, his memory is further perpetuated by the Bellini garden, the only pretty thing about the town.

A flight of steps at the l. angle of the façade leads down to *Le Terme*, or *Bagni Achillei*; the key may be obtained from the custodian of the Grecian Theatre.

The *University* of Catania is the most celebrated in Sicily. It was founded by Alfonso of Aragon in 1445, and has produced several men of great eminence. It has a valuable library.

The *Monastery of San Nicola* was a very magnificent one; before the suppression of religious bodies it was occupied by 40 monks, all members of noble families, but was large enough to contain 100; its organ was an unusually fine one. The buildings are now occupied by schools and barracks; the museum and library are worthy of notice, and a splendid view of the city is obtained from the terrace. There were several other monasteries, all richly endowed.

There are the remains of a *Roman Theatre*, but it is so covered with lava and shut in by buildings that little of it is visible. The entrance is in Strada Filippini. To the W. of it is the *Odeum*, which served for the instruction of the choruses; it also is very much destroyed, and encumbered with houses.

The *Amphitheatre* lies beneath the Piazza Stesicorea, the greater part being covered by the modern city. The entrance is from the Strada Schioppettieri. It was one of the largest of antiquity, and was destroyed in A.D. 498, for materials to build the city walls.

The other Roman remains within the city are hardly worth the attention of the traveller. Outside, to the N. and W., was the ancient cemetery, where sepulchral monuments are still visible.

ETNA.*

Etna is generally known in Sicily as **MON GIBELLO**, a hybrid word, com-

* The great maps of Etna published by W. Sartorius von Waltershausen (Göttingen, 1848-61) should be consulted.

posed of the Latin *Mons*, and the Arabic *Gebel*, or *Djibel*, a mountain. It is by far the loftiest peak in the island, and attains an elevation of 10,874 ft. Its circuit by the high road along its lower slopes is 93 m., but its circumference, as marked by its natural boundaries, the sea, the Simeto and the Cantaro, is at least 120 m.

It is divided by nature into three distinct zones. The lowest of these, called *Piedimontana*, or *Colla*, "fertile," extends up the slope to a distance, varying from 2 m. on the N. to 10 or 11 on the S. Notwithstanding that it is intersected by torrents of rugged black lava, its soil, of decomposed volcanic matter, is easily worked and extremely productive, yielding the best corn, wine, oil and fruits in Sicily. No part of the island is so thickly populated, and nowhere are the people so prosperous. They are troubled little by anxiety for the future, relying on the fact that not more than two eruptions, on an average, in a century, extend their ravages into the cultivated region.

Next succeeds the *Regione Nemorosa* or *Selvosa*, more commonly called *Il Bosco*, a belt of forest 6 or 8 m. in width, and affording pasturage to numerous flocks and herds. The character of the forest differs in the several districts. In the Bosco of Paternò flourish the oak, the ilex, the beech and the lime. Near Maletto are fine oaks, pines and poplars. The Bosco of Bronte abounds in pines of large size. The Bosco of Catania, which extends from above Nicolosi to Zaffarana, produces the oak, fir, beech, cork and hawthorn. The Carpinetto, or the district between Mascali and Pitraino, contains groves of cork-trees, and chestnuts of vast size; among them that vegetable marvel, the "Castagno di Cento Cavalli." And on the northern slopes, in addition to the forest-trees, are extensive groves of filberts. These woods are diversified by numerous cones, the craters of extinct volcanoes, a few still bare, and gloomy with ashes and scorias, but most of them wooded to their summits, and with their basins also filled with luxu-

riant groves, presenting sylvan scenes of Arcadian beauty. There are about 80 of these, of considerable dimensions; one of the largest, *Monte Minardo*, near Bronte, is upwards of 700 ft. in height. The scenery of this region is in general highly picturesque, in parts recalling the finest park scenery of England; and the cool refreshing temperature is in grateful contrast with the fervid heat of the lower region. Timber is not now cut to any extent; but of old the fleets of Syracuse were constructed with materials taken from this forest region of Etna. In this zone are found wild boar, roebuck, wild cats, foxes, badgers, ferrets, weasels, martens, hares, rabbits, porcupines, hedgehogs, eagles, falcons, partridges and a variety of game. Here, too, the flora of Etna, which reckons 477 species, seems to dispute at every step possession of the ground with the lava which is incessantly threatening it.

To the forest succeeds the Desert Region, commonly called *Diarta*, *Ndia*, or *Discoperta*. This commences at the height of 6279 ft. above the sea. The lower part produces a few lichens and stunted plants, but not a tree or shrub. All traces of vegetation, however, disappear as you ascend, and not a sign even of animal life is to be seen on the dreary waste of lava, ashes and scorias which forms the crest of the mountain, and where from a kind of plain rises the great cone itself, some 1100 ft. in height, externally emitting sulphureous vapours. The whole of this upper part of the volcano is in winter covered with snow, which then descends far down into the woody region.

There are traditions of eruptions of Etna before historic times. The ancient poets represented it as the prison of the giant Typhoeus, or Enceladus, buried beneath it by Jupiter, after his victory over the Titans; others represented it as the workshop of Vulcan and the Cyclops, who there forged thunderbolts for Jupiter. We have authentic records of 79 eruptions: the first occurred in the time of Pythagoras, but there are no details of its effects; the second is mentioned by

Thucydides, in 477 B.C.; the most noted were in B.C. 396, 126, 112; A.D. 1169, 1829, 1537, and 1669. The best description of this last is that of Alfonso Borelli. This eruption commenced on the 8th March, by the obscuration of the day like an eclipse of the sun, followed by a furious whirlwind, and earthquakes, at first weak, but gradually increasing in strength, till on the 11th the people of Nicolosi could not keep their legs, and everything around them seemed to be heaving and rolling like ships in a rough sea. Before noon the whole village was a heap of ruins. That same morning, after fearful bellowings, a fissure opened in the mountain, beginning at the Piano di S. Lio, and extending upwards in a tortuous line as far as Monte Frumento, only 1 m. below the summit. Its course was from N. to S.; it was 12 m. in length, but only 6 ft. wide, and of unknown depth. It emitted a vivid light. The same afternoon, 6 other mouths opened in a direct line with the fissure, vomiting columns of sand and smoke to the height of 1200 ft., accompanied by subterranean roars and terrible thunders, which could be heard at the distance of 40 m., and such convulsions of the earth that Catania, 12 m. off, was tottering to its fall. At the close of the day another and still larger mouth opened a mile below the others, but in the same line, which to the same phenomena added the ejection of red-hot stones to an enormous height, and of sand and ashes in prodigious quantities, which covered the country to the distance of 60 m. From this mouth gushed a stream of lava which soon spread out to the width of 2 m., and on its descent encountered the wooded cone of Mompilieri, which it encircled with flames; then, turning westward, it next day reached Belpasso, a town of 8000 inhabitants, which, in a short time, was entirely submerged in a sea of fire. The same day, that portion of the torrent which had encountered Mompilieri, forcing its way through subterranean caverns, issued from the opposite side, and by melting down its foundations

caused the hill to sink, rending it at the same time into long open fissures. The same evening 7 fresh mouths opened round the large one, vomiting smoke and red-hot stones with terrific roars; and in 3 days they united with the original mouth to form one vast crater—a horrible chasm, some 2500 ft. in circuit. By the 23rd, the torrent, advancing with a front of 2 m., had overwhelmed many houses, and a good portion of the town of Mascacucia. The same day, the great mouth cast up ashes, sand, and scoræ in such quantities as to form an enormous double conical mound, now known as the *Monti Rossi*, and to cover the houses in the neighbouring villages to a depth of 6 ft., so that the peasantry were forced to seek refuge in Catania. On the 25th, violent earthquakes shook down the great cone into the crater, so as to lower considerably the height of the mountain. The lava, meanwhile, had separated into 3 streams, which committed fearful havoc. One destroyed the village of S. Pietro; another that of Camporotondo; the third, at first $\frac{1}{2}$ m. wide, devastated the land of Mascacucia, destroyed S. Giovanni di Palermo, and, fed by fresh streams till it attained the width of 4 m., proceeded towards the town of Misterbianco, which it encircled with its fiery arms and utterly destroyed. After overwhelming 14 towns and villages, some with a population of between 3000 and 4000 souls, it turned towards Catania, and by 1st April it had reached Albanelli, hardly 2 m. from that city, where it lifted up and transported to a considerable distance an argillaceous hill covered with corn-fields, and then an entire vineyard, which floated for some time on its burning bosom. Continuing to advance, it filled up a lake, La Gurna di Nocita, outside Catania, overthrew a large aqueduct and many ancient monuments, till at length it reached the walls at a spot called "*Il Bastione degli Infetti*." Meeting this obstacle, the lava-flood accumulated till it rose to the top of the rampart, which was 60 ft. in height, and then tr

over in a cascade of fire, overwhelming part of the city, with the ruins of the ancient Naumachia and Circus. The wall was not here overthrown by the weight of the torrent, for when uncovered long after by excavations it stood erect with the lava curling over the top like a rocky billow, as is still visible. In another part, however, the lava threw down the walls for the length of 120 ft., and entered the city through the breach. It continued its course to the Castile Ursino, filling the fosses; and covering up the delightful gardens on this S. side of the city. On the 23rd April it reached the sea, which it entered in a stream 2 m. wide, till it formed a promontory more than half a mile in advance of the original shore. Then began a contest between the water and the fire, which even those who were eyewitnesses felt it impossible to describe. The lava, cooled at its base by contact with the water, presented a perpendicular wall 30 or 40 ft. high. At the close of April, the stream on the W. of the city, which had seemed completely consolidated, burst forth anew, and flowed into the garden of the Benedictine Convent, enclosing the building on the W. and N., and splitting the walls with the intense heat. Here, however, it separated; one branch, flowing round the convent, entered the city, and burnt the ch. of S. Maria Maggiore and S. Geronimo; the other took the direction of the Corso, and destroyed numerous houses. This being on the highest ground, the fiery torrent threatened to overwhelm the entire city; and attempts were made by erecting walls to stay or divert its progress. The method, however, which was attended with most success was to break open the outer crust on the flank of the great torrent, so as to allow the liquid matter to escape in a different direction. But on the new stream taking the direction of Paternò, 500 men of that town took up arms and stopped these proceedings. While Catania was thus surrounded by lava, the light emitted at night was so brilliant that the smallest print or

writing could be read with ease in any part of the city. Four months elapsed before the flow of lava was finally stayed. Its course can still be traced in every part. "This great current performed the first 13 m. of its course in 20 days, or at the rate of 162 ft. per hour; but required 23 days for the last 2 m., giving a velocity of only 22 ft. per hour; and we learn from Dolomieu that the stream moved during part of its course at the rate of 1500 ft. an hour, and in others took several days to cover a few yards."—*Lyell*. It covered about 50 square miles with lava, in parts 100 ft. deep, and destroyed the dwellings of 27,000 persons. Two years after it had ceased to flow, on the mass being broken open, flames issued from the aperture; and 8 yrs. after, vapour might still be seen rising from the lava after a shower of rain.

That of 1693 was most disastrous. On 9th January, Etna began to vomit smoke and flames. In the night a violent earthquake did much damage to Catania, killing some of the citizens. The next day, at 3 p.m., after fearful subterranean rumblings, as of a pent-up wind, came another terrific shock, accompanied by an explosion, and an oscillation so violent that no man could keep his feet. In an instant Catania was a heap of ruins, beneath which lay buried 18,000 of its inhabitants. The same shock destroyed in a moment 50 cities and towns, and shattered many others in various parts of Sicily; and no less than 60,000, some say 100,000, persons lost their lives.

The last eruption of Etna took place on the 26th May, 1879. It began suddenly with unusual violence and noise, but was of short duration, for on the 7th of June the volcano had returned to its usual state. It occurred simultaneously on the 2 opposite sides of the mountain, on the S.S.W. side above Biancavilla, and on the N.N.E. above Randazzo and Castiglione, in the direction of Mojo. The crater consisted of 2 fissures on each side, their largest width being 40 metres.

On the Biancavilla side the length did not exceed 1 kilometre, and the

lava flowed in 2 streams for a distance of about 2 kilometres; one in the direction of Biancavilla, the other towards Aderno.

The last eruption on the Mojo side was much more considerable. The volume of the lava, which flowed out for a distance of about 11 kilometres, is computed at 50,000,000 cubic metres.

On the 17th there was a severe shock of earthquake lasting about 10 seconds. Much consternation was felt in the villages round Etna, but the volcano showed no further signs of eruption. Some damage was caused by it, more especially at Bongiorno, S. Venerina and Dagala, and about 10 people were killed.

THE ASCENT OF ETNA.

Every one who visits Catania is desirous of seeing something more of Etna than is visible from the city; yet, few, comparatively, are able to undertake the ascent to the summit, or to undergo the fatigue inseparable from a climb of nearly 11,000 ft.

The most practicable excursion is that to NICOLOSI and the MONTI ROSSI, which may be made in a day; and which, provided the weather be clear, is at all seasons enjoyable. The road to Nicolosi (12 m.) is carriageable but very steep, and 3 hrs. or more are required for the journey from Catania. Donkeys and guides are to be had at Nicolosi to complete the ascent. A carriage and pair costs 25 frs.; if with only one horse, 16 frs. A guide for the ascent may be obtained at Catania, 20 frs.

Nicolosi is a village of 2717 Inhab., with an Inn where food is obtainable.

An excursion of great interest may be made to the VAL DEL BOVE, which lies on the E. slope of the volcano, about 20 m. N. of Catania. It can be reached either from that city or from Aci Reale; and the road to the village of Zaffarana, at its mouth, is carriageable. It will take 4 hrs. from Catania to reach Zaffarana, and 3 hrs. on mules thence to the Val del Bove.

The Val del Bove is a circular chasm or depression in the mountain, of vast size, and sunk to the depth of 3000 or 4000 ft. It commences near the summit of Etna, and descends through the woody region to the verge of the cultivated district on the coast. It is continued on one side by a second and narrower valley, the Val di Calanna; and below this by a long narrow ravine, the Val di S. Giacomo, which stretches down to the neighbourhood of Zaffarana. It is enclosed by nearly vertical precipices, varying from 1000 to nearly 4000 ft. in height, the highest being at the upper end, and the altitude gradually diminishing with the sink of the slope.

The ascent of the HIGHEST PEAK of Etna should be made from Catania, from which it is 29 m. distant. The road proceeds by Nicolosi, 12 m. beyond which, as far as the *Casa degli Inglesi* at the foot of the cone, it is practicable for mules in summer. Thence the remainder of the ascent must be made on foot. The best season is from May to the middle of September; in winter, when the upper part of the mountain is covered with snow, it is much more difficult. The ascent of the crater is the most difficult part of the expedition, and occupies about an hour and a half; the latter part of the route is through a mass of ash and fine dust, yielding beneath the feet at every step, and during a high wind it is a severe trial of strength. The crater is subject to considerable changes. Rodwell says that it is between 2 and 3 miles in circumference, but it has altered somewhat since he wrote. The 'Guide to Etna' gives it as "not more than a mile in circumference," and its inner sides are covered with an efflorescence of sulphur, ammonia and vitriolic salts of varied colours. The view from its summit is quite indescribable.

Perhaps from no spot on the earth's surface are the splendours of creation seen to more advantage. This pinnacle on the brink of a bottomless abyss, which from time to time discharges rivers of fire and vomits burning rocks to an immeasurable height,

commands a prospect which for extent and majesty, and for the combination it presents of the sublime and beautiful, is unrivalled. For, unlike Mont Blanc and other mountains of great altitude, which are surrounded by their fellows, Etna rises from the plain in solitary majesty, without a rival to obstruct the view. From this height the whole of Sicily appears mapped out at your feet.

Admiral Smyth calculates 130 m. as the radius of vision from the summit, which would give a circumference of about 937 m.; yet, when the horizon is clear, not only Malta, at the distance of 130 m., but also Monte S. Giuliano, above Trapani, and the Ægadian Isles beyond, some 160 m. off, are distinctly visible; and Lord Ormonde deposes to having seen the Gulf of Taranto sparkling in the sun, and the rugged outline of the mountains of the Terra di Lecce beyond it, thrown darkly against the sky, though at the distance of 245 m.!

Etna itself, as viewed from the height, presents a most interesting and striking appearance, which would alone repay the labour of the ascent. The snow, according to the season, extends to a greater or less distance down the slopes, sometimes veiling the whole Desert Region with a pall, and even stretching far down into the woods beneath; in summer whitening only the base of the cone. The Woody Region is seen girding the volcano with a belt of the brightest green, interspersed with innumerable cones, filled with luxuriant foliage; while streams of lava radiating in every direction traverse the forest, like black roads, the highways of destruction to the country beneath. But the grandest view in all this wide panorama is to the E., where you look down into the Val del Bove, which resembles a lower crater on a still larger and profounder scale, its lava-seamed hollow half-hidden by the clouds of smoke, emitted by its not yet slumbering cones.

An observatory has been built on Etna by the municipality of Catania, which is one of the most interesting

of its kind, both on account of the valuable instruments it contains and its exceptionally favourable position for astronomical and spectroscopic observations. In order to make it as far as possible an international station, several rooms have been added for the use of scientific men. The observatory is built on a little eminence on the side of the central crater of Etna, and is the highest building in Europe, being 2942 metres above the sea.

By some the view from the summit at sunrise is thought to be less impressive than that at sunset. The Marquis of Ormonde, who witnessed both, preferred the latter; and said of the former that, indescribably grand as it unquestionably is, it wants that solemnity which so forcibly affects the imagination at sunset. Each period, no doubt, has its peculiar charm.

The cold on the summit is at all seasons intense. In the height of summer, when the thermometer stands at 90° or higher at Catania, it will fall to 35° at the Casa Inglese, and to 28° on the summit. Such sudden variations of temperature cannot but be trying; add to which the pressure of the atmosphere is reduced one-third by the ascent.

The following are the distances by the ordinary route:—

	Miles.
Catania to Nicolosi	13
Nicolosi to Casa della Neve ..	7
Casa della Neve to Casa degli Inglese	8
C. Inglese to the top	2
Total	29

1. ROUTE FROM CATANIA TO SYRACUSE

After leaving Catania, the rly. traverses the *Piana di Catania*.

The country is by no means so picturesque as N. of Catania, but some fine views of Etna are obtained.

8 kil. Biococa, junction of the line to Caltanissetta and Canicatti for Palermo.

Lower down the line crosses the

Simeto (*Symæthus*) and beyond it the *Guarnalunga*, which streams unite lower down and form the *Giarretto*.

16 kil. *Passomartino*.

24 kil. *Valsavoja*. Beyond this the line skirts the eastern side of the *Lake of Lentini* or *Biviere*, the largest in Sicily, on the east side is the *Pantano* lake, both, particularly the latter, are favourite resorts of wild-fowl. The neighbourhood is most unhealthy in summer.

29 kil. *Lentini*. (Pop. 10,000.)

Inns: *Leone d'Oro*, *Vittoria*.

The ancient *Leontini*, a very ancient, but never a very important city, generally subject to Syracuse. The town was nearly destroyed by the earthquake of 1693. It is very unhealthy from May to November. The line now turns eastwards, following the valley of S. Leonardo (*Pantacayas*) which it crosses near.

38 kil. *Agnons*.

50 kil. *Brucoli*, and then descends in a S.E. direction to

57 kil. *Augusta*. (Pop. 11,900.)

This town occupies a position very like that of Syracuse, standing on a low peninsula, which projects from a prominent headland southwards so as to enclose a spacious bay, and is united to the mainland by a narrow causeway. It was strongly fortified in the 16th cent. Its harbour is larger than that of Syracuse, but not so well sheltered. It is a poor town, with 3 long parallel streets, and its citizens are partly agricultural and partly commercial, the principal trade being in salt. It has few attractions to detain the traveller.

The line now follows the coast of the *Megarean Bay* and passes the ruins of *Megara Hyblæa*, opposite to *Augusto*. To the W. is the modern town of *Melilli*, in the neighbourhood of which the celebrated *Hyblæan honey* was produced.

70 kil. *Priolo*. A wretched hamlet in a very fertile plain.

To the E., and 7 m. from Syracuse, is the peninsula of *Magnisi*: in the

bay to the S. lay the Athenian fleet, before they took possession of the harbour of Syracuse. Another version is that the Athenians went from Syracuse to take the fort, but, being repulsed, they set fire to the country around.

80 kil. *S. Panagia*.

The line still follows the coast, rounding the promontory of *Panagia* and at length reaches.

87 kil. *Syracuse* (Ital. *SIRACUSA*). (Pop. 22,000.)

Inns: *Vittoria*, in the town, with a succursale on the *Marina*; *Locanda del Sole*, on the Quay; *H. de Roma*, also with a succursale on the *Marina*.

British Vice-Consul: *Nicola Bisani*.

Means of Communication.—*Italian Co.* steamers to Malta every Sunday and Wednesday, at 11 P.M. These steamers touch at Syracuse on the return voyage every Friday and Tuesday, and go on, respectively, to Messina and Naples, and to Palermo.

Another steamer goes to Palermo, touching at all the ports on the W. coast, every Monday at 11 P.M. A steamer of the *Cie. Transatlantique* leaves for Malta on Monday and Friday, 11 P.M., returning on Sunday and Thursday.

Trains twice daily to Catania and Messina. A line is in course of construction to Licata.

A one-horse carriage to visit Epipolus and all the principal objects of interest in the neighbourhood can be had for 10 frs.

The foundation of Syracuse dates from 734 B.C. At an early period of her history she was torn by internal dissensions, but under Gelon (485 B.C.) she rose to a pitch of prosperity she had never before attained, and for many years successfully resisted the Carthaginians in the island. It was in 415 B.C. that the Athenians commenced that expedition against Syracuse which ended in their signal discomfiture, and led eventually to the downfall of Athens herself.

They at first succeeded in enclosing the city within a double wall, and

seemed on the point of reducing it, but they were eventually made captive within their own enclosures and cut off by sea. Immense numbers were slaughtered, and those that escaped death on the field of battle were imprisoned in the "Latomia," where, without shelter from the sun by day, or from the cold by night, afflicted with hunger and thirst, they suffered during eight days every kind of misery that could befall them, and perished to a man.

The next events of importance in the history of Syracuse are the rise to despotic power of Dionysius (B.C. 406) and the destruction by him of the Carthaginian force, under Hamilcon, (B.C. 396) which had laid siege to the city. To him Syracuse was greatly indebted for its enlargement and embellishment. In 307 B.C. Agathocles, a potter of Thermæ (*Sciaccia*), obtained supreme power; after having defeated the Carthaginians in Sicily he conceived the bold project of invading Africa.

Subsequently, in 212 B.C., the city was taken by Marcellus, in spite of a heroic and protracted resistance, entirely owing to the skill and science of Archimedes; and with this city fell the whole of Sicily, which sunk into the condition of a Roman province. On the fall of the Western Empire, Syracuse passed under the dominion of the Goths, but was retaken by Belisarius (A.D. 535) and annexed to the Eastern Empire, from which she was torn by the Saracens in 878, after a siege of 9 months; they put all the inhabitants to the sword and fired the city. They were finally driven out in 1085 by Roger the Norman.

Ancient Syracuse was divided into four portions, — *Ortygia*, *Acradina*, *Tyche* and *Neapolis*, to which may be added the fortress of *Epipolæ*. Its entire area was nearly as great as that of Athens, and its circuit was about 14 English miles. As the population of Ortygia increased, it overflowed the island and spread itself over the rocky plain adjoining, and eventually over that portion of the table-land which was nearest to the sea. The height

thus occupied was called *Acradina*, which eventually became the strongest and most populous quarter of the city.

The modern town is confined to the limits of the original Greek colony, occupying what was once the island, but is now the peninsula, of Ortygia. This rocky island, which is about 2 m. in circumference, stood at the mouth of the bay, but almost adjoining its northern shore, and when united to it by art, it divided the bay into a larger and a lesser port. It lies almost N. and S., and stretches halfway across the mouth of the bay, towards the height of Plemmyrium, from which it is separated by an interval of about two-thirds of a mile.

The appearance of modern Syracuse is in accordance with her fallen fortunes. The streets are narrow and confined, not very clean but exceedingly picturesque, a great relief after the obtrusive respectability of Catania. There are a few interesting palaces of the Middle Ages; two of the windows in the *Casa Montalta* are especially worthy of notice.

The *Harbour* would hold all the fleets of Europe, and presents the appearance of a lake, 2 m. in its extreme length, N. by W. and S. by E., and one mile broad. The only hidden dangers are the Plemmyrium shoals in the entrance.

The foreign trade of Syracuse is almost confined to Malta, to which it exports wine, oil, salt and salt-fish, in exchange for dry goods, colonial produce and timber.

The climate of Syracuse is delightful—as mild, perhaps, as any other place on the N. coast of the Mediterranean. During the prevalence of easterly winds only, is the weather unpleasant.

It will take at least three days to make the entire tour of Syracuse. Half a day may suffice for the city itself, another half for an excursion to the Anapus, the Olympeum and Plemmyrium. A day to the Acradina and Neapolis, and a third to Fort Euryalus and the Belvedere. A much longer time might be ple-

surably and profitably spent on this site by the antiquary or student of history, with Thucydides, Diodorus, or Livy in hand, particularly in following out the incidents of the Athenian siege. But the tourist who is pressed for time may, by working hard, condense his sight-seeing into 2 days, devoting the first to the city, the *Latomia*, the Catacombs, and the other objects of interest in Acradina, with a run up the Anapus in the evening; the second to the Theatre, Amphitheatre, Altaz and other monuments of Neapolis, and the never-to-be-omitted Fortress of Euryalus, on the crest of Epipolæ.

If the traveller has only *one day* to spend here, he might visit in succession Euryalus, the Greek theatre and adjacent Acropolis, the Oreocho di Dionisio, and the *Latomia*; the Amphitheatre, Catacombs, and Church of S. Giovanni; and in the town the Cathedral, Museum, and fountain of Arethusa. A carriage to do all this may be hired for 10 frs.

The Cathedral of Syracuse, in the piazza or principal square, is dedicated to Santa Maria del Piliero, so called because it occupies the site of a Greek temple, whose peristyle is embraced by its walls. This is supposed, and with great probability, to be the temple of Minerva, built in the 6th cent. B.C., and much celebrated in ancient times. It was renowned for the richness and splendour of its decorations, all of which were carried off to Rome by Verres. Its beauty has been entirely marred by the repeated alterations to which it has been subjected.

The temple had 6 columns in each portico, and a peristyle, which in this case had 14 columns on each side, including those at the angles. There were thus 36 in all. Of these, 9 are still standing on the S. side and 12 on the N., all imbedded in the walls of the modern ch. One on each side can only be seen from an internal gallery. All are fluted.

On the N. side they still support a portion of the ancient entablature, but the cornice has been replaced by Saracenic battlements.

[*Mediterranean.*]

The *cella* of the temple now forms the nave of the ch., and its walls, of large regular masonry, have been cut through at intervals, so as to form arched doorways into the side-aisles, which are the wings of the ancient edifice. The piers thus left correspond with the ancient columns. Both porticoes of the *cella* were *in antis*, with pilasters at the angles and 2 columns between, of rather smaller diameter than than those of the peristyle, and resting on moulded bases.

This temple was nearly of the same dimensions as the larger Doric temples on the same plan at Pæstum, Segesta, Selinus, and Agrigento, being about 185 ft. in length by 75 in breadth. The interior, though overlaid with modern work, is mostly of ancient construction.

The high altar is a block of the entablature, and the font is a Greek vase, supported by 7 bronze lions on a plinth. It was found in the catacombs of S. Giovanni, and bears an inscription, to the effect that it was dedicated to the god Zosimo as a gift.

In the Court of the *Arcivescovato*, adjoining the Cathedral to the S., are 14 columns of cipollino and granite, taken from some ancient edifice.

TEMPLE OF DIANA. — Between the Piazza and the N.E. wall of the city, in the Vico S. Paolo, and in the house of a private gentleman named Santoro, are the remains of another Doric temple, which, as it must have been about the same size as that just described, is supposed with all probability to have been that dedicated to Diana, which, Cicero tells us, with the Temple of Minerva, far surpassed all the other sacred edifices in Ortygia.

Since the last excavations have been made, it is proved, according to Professor Cavallaro, that the height of the temple from the interior steps was 1^m 80 above the level of the sea, the plan of the peristyle 3^m 21.

Professor Cavallaro calls the temple a *peripteros-hexastylus*, with a *tetrastyle cella* and a double row of columns. The width on the higher steps is 21^m 60, on the lower 24^m 57.

It is impossible to get the length, as

part of the temple lies buried beneath the buildings of the military headquarters.

Fountain of Arethusa.—This celebrated fountain is on the W. side of the island, close to the port. The water rises from an arch in the rock, and, as Strabo describes it, attains at once the size of a stream. It flows into and out of a pool planted with papyrus, and full of mullet, which have replaced the sacred fish mentioned by Cicero.

It was dedicated to Diana, and the story of its origin is, that Arethusa, a beautiful maiden of Elis, was seen when bathing by the river-god Alpheus, who, enamoured of her charms, pursued her till, utterly exhausted with her flight, she implored the aid of Diana. The goddess in compassion changed her into a fountain; when, Alpheus mingling his stream with hers, they both sank into the earth, and passing under the sea, rose again in Ortygia.

"Alpheum fama est, huc Elidis amnem
Occultas egisse vias subter mare; qui nunc
Ore, Arethusa, tuo Siculis confunditur undis."

VIRG. *Æn.* III.

Lord Nelson watered the fleet here on his way to the Nile; writing to Lady Hamilton he said, "Surely watering at the fountain of Arethusa we must have victory."

Pomo di S. Filippo.—Another curious structure lies beneath the Church of S. Filippo, in the Piazza della Giudecca. A spiral staircase, vaulted and hewn in the rock, leads down by many turns round a circular wall of rock, with small lights at intervals opening in the staircase, by which one perceives that, enclosed in the circular wall is a well, sunk far below the surface. At the depth of 40 steps is a vast cave, a sort of Latomia, or quarry, rugged with masses of rock. After 24 steps more the well is reached; it is about 3 ft. in diam., and of clear though brackish water.

Opposite the N. door of the Cathedral is the Museum, commenced in 1809, to secure to Syracuse the relics found in its soil. Chief of these is the *Landolina Venus*, a beautiful though

headless statue of white marble, discovered in 1804 by the Cavaliere Landolina Nava in the Orto Bonavia in Acradina.

Besides the Venus there is a marble statue of *Æsculapius*, and a colossal head of Jupiter; also a large collection of terra-cotta vases, lamps, Byzantine paintings, &c., and a splendid head of Medusa in bronze.

Above the Museum is the LIBRARY, containing a fine collection of medals, valuable editions and *codici* in Arabic, Greek and Latin, and a collection of very ancient MSS.

A new and handsome museum is in course of construction opposite the Cathedral.

The fortifications were built by Charles V. They are very picturesque; but Syracuse is no longer classed as a fortress, and they are being gradually destroyed, as their sites are required for municipal improvements.

After the year 878 the Castle at the entrance of the harbour fell; in 1088 Georgio Maniace, a Byzantine general, defeated the Arabs and reconquered Syracuse: he constructed 4 great towers at the corners of the fort and a marble gate. On this he placed 2 bronze rams of Greek work. The gate is still to be seen. One of the rams is in the Museum of Palermo, the other was destroyed in 1848.

Several of the Churches are of mediaeval times, but none of them specially interesting. That of S. Giovanni was founded in 1182, but little of the original building now remains. Beneath is the *Crypt of S. Marcan*, where St. Paul is supposed to have preached. This is one of the most ancient charothes in Sicily. There are remains of old frescoes on the walls, and within it is the tomb of the saint. Close by, on a rocky eminence, is the *Convent of the Cappuccini*, now suppressed, and its *Latomia*, the quarry in which it is believed the Athenian prisoners were confined, now a luxurious garden. The chapel stands in the very heart of the building; below is a crypt full of the shrivelled remains of mortality dressed in the clothes they had worn.

Few of the public buildings of *Acradina* mentioned by Cicero are now extant.

Just outside the gates of the modern town, on the grassy level called *Plaza d'Arme*, is a solitary column of red-veined marble on an Attic base; the bases of 7 others are also visible. The *Casa d'Agatocle*, on the higher ground of *Acradina*, are of Roman date, and seem to have formed part of a bath.

Close to the Ch. of San Giovanni to the l. is the entrance to the *Catacombs*, those wonderful sepulchral vaults, amongst the most interesting monuments of ancient Syracuse, and far more extensive and regular than those of Naples or Rome. The principal gallery, which one enters first, is about 10 or 12 ft. wide, and runs in a straight line for a long distance. In each work are large arched openings, extending far into the rock, and containing numerous sarcophagi and multitudes of small niches. A remarkably fine sculptured sarcophagus of the 5th centy. was discovered here by Sig. Cavallaro about 1870. It is now in the Museum. A number of similar passages cut this at right angles, while others run parallel to it. At intervals are large chambers lighted from above by shafts. All these sepulchres have been rifled long ago; they are most probably of late Roman and Christian times.

Near this is the *Bagno di Venere*, the ruins of an ancient bath in the *Orto di Buonavia*, from which a spring of clear water rises; and between it and the Ch. of St. Giovanni may be traced for upwards of a mile eastward remains of the *WALLS OF ACRADINA*, the outer walls of Syracuse. The cliffs below the convent seaward have been worn by the waves into vast caverns, into which the sea breaks with tremendous violence. One of these, the *CAVE OF DIOCLEAS*, or *Grotto of Neptune*, is well worthy of a visit. The space enclosed by the walls of *Acradina* is now a bare, rocky plain, and few will care to make the circuit of it; the traveller will usually be content with a visit to the *EAR OF DIONY-*

SUS and the *THEATRE*. The former, called the *Orecchio di Dionisio*, is in the *Latomia del Paradiso*. It is a vast excavation, in shape resembling an ear, partly no doubt natural, but certainly to a great extent artificial, with very curious acoustic properties. There is a tradition regarding it dating, however, no further back than the 16th cent., that it was excavated by the tyrant as a prison, and was so planned that the smallest whisper uttered in it could be heard in a chamber high in the innermost wall, where he is supposed to have sat listening to the conversation of his victims.

The *Teatro Greco* in *NEAPOLIS* is one of the finest relics of Hellenic Syracuse, dating from about 480 B.C. Its shape is semicircular, and it is cut in the rock. A broad *præcinctio* divides it into 46 *sedilia*, which rise gradually from the orchestra to the highest part, and are divided into 9 *cunei*. It could accommodate no fewer than 24,000 persons. The view from it is magnificent. Here *Æschylus* recited some of his dramas, and here perhaps some of the comedies of *Epicharmus* were first acted. Around the *præcinctio* is a wall about 7½ ft. high, including base and cornice; beneath is a band, about 6 in. high, bearing at each of the *cunei* a name in Greek, such as *Basilissas Philistides*, *Basilissas Nereidos*, &c. Above is the *Nymphæum* of the ancient conduit, and a street of tombs ascends to the left.

From the theatre, returning to the road towards the catacombs, is seen on the rt. the *ARA*, an immense altar mentioned by *Diodorus* as erected to *Hiero II.* It measures 640 ft. long by 61 ft. broad; farther on, and still to the rt., is the Roman *Amphitheatre*, and opposite this the *Piscina* of *S. Nicolo*, monuments worthy of examination.

Close at hand, in an ancient quarry, is the garden of *Baron Targia*, which strangers are generally taken to visit.

Epipolæ. When Syracuse was limited to the "inner and outer city," the upper part of the table-land which the latter was built was c

Epipolæ; but as the separate suburbs of Neapolis and Tyche grew up, the name was limited to the higher portion of the triangle. This was fortified by Dionysius I., but within the vast space enclosed by its walls, and which are still traceable almost in their entire length, very few relics of ancient days remain. At the upper extremity there are extensive remains of the Greek **Fortress of Euryalus**, called *Mongibellisi* by the peasants, the most complete and perfect specimen of ancient military architecture extant; it is about 5 m. from this city, and is reached by a good carriage-road (time required, there and back, 3 hrs.). It contains a number of rock-hewn passages communicating with a great court, approached by flights of steps. The rock is full of galleries, provided with openings at intervals, through which the besieged could retire into the innermost parts of the fortress. There are also galleries for mounted men, positions for catapults, and a surrounding ditch. The view is magnificent; looking northward is the winding coast-line with the cities of Prioli and Agosta. Above are the mountains of Hybla, crowned with the snowy heights of Etna. To the S. we see the marshes of Anapus, the great harbour with Plemmyrium on one side and Anapus on the other, and in the middle distance a complete plan of the position occupied by the contending forces in the memorable siege.

Tyche. This quarter occupied the northern side of the Syracusan platform, between Acradina and Epipolæ, overhanging the little port of Trogilus. Besides its ancient *temple of Fortune* it boasted several other public edifices and a *gymnasium*.

EXCURSION TO THE ANAPUS AND THE OLYMPEIUM.

A pleasant boating excursion of 3 or 4 hrs. may be made from Syracuse to the **Fountain of Cyane**, up the *Anapo (Anapus)*. If the water is rough the traveller may prefer driving to the mouth of the Anapo. This river takes its rise in the mountains to

the N.W. of Syracuse, above the town of Sortino, and washing the foot of Hybla, flows through one of the most picturesque ravines in Sicily. From the mouth, a pathway on the rt. bank leads as far as the papyrus-plants, but the spring itself can only be reached by a boat. On a height, 60 ft. above the sea, not far from the confluence of the two streams, stand the ruins of the **Olympeium**, or temple of Jupiter Olympius, dating from the earliest days of Syracuse, of which only two mutilated shafts now remain. The first mention of it in history is 493 B.C., when Hippocrates, Tyrant of Gela, on his way to besiege Syracuse, pitched his tent here. Gelon, his successor, enriched its shrine with a mantle of gold from the Carthaginian spoils taken at Himera, 480 B.C.; and nearly a century later Dionysius robbed the god, considerably remarking that such a covering was too cold in winter and too heavy for summer, and that wool was better for both seasons. Cicero describes this as one of the three most beautiful statues in the world. Around the temple sprung up a small town, *Polichne*, which, from its strategical importance, led to its occupation by all subsequent besiegers.

Descending from the Olympeium, the traveller reaches his boat once more and enters the **Cyane**, a pellucid stream, but narrow, and much choked with papyrus and other aquatic plants, through which it is no easy matter to force a passage. The papyrus is said to have been sent from Egypt by Ptolemy Philadelphus, and it is strange that it should have flourished so well here, while it has become extinct in its native country. It occurs in no other part of Europe.

The stream has its origin in the **AZURE SPRING OF CYANE**, a beautiful circular basin, with water so clear that, though it is 30 ft. deep, the fish may be seen amongst the blocks which strew the bottom. It is now known as *La Pisma*. This is the fount into which the nymph Cyane was changed for having dared to oppose the will of Pluto when carrying off Proserpine to the infernal regions.

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SECTION XI.

CORSIKA AND SOUTH COAST OF FRANCE.

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FRANCE.*

104. ISLAND OF CORSICA.

For steamers of the *Valéry Company*, see *Bastia*.

The steamer of the *Cie. Transatlantique*, between Marseilles and Bone, leaving the former Tuesday evening, touches at Ajaccio Wed., 8½ A.M.; arrives at Bone, Thursday evening; returns from Bone, *viâ* Ajaccio, Friday, 6 P.M.

* Ferdinand Gregorovius, 'Corsica in its Picturesque, Social, and Historical Aspects.' Translated from the German, 1855. Dr. de Pietra Santa, 'La Corse et la station d'Ajaccio,' 1865. Dr. Bennet, 'Winter in the S. of Europe,' 1864. Miss Campbell, 'Southward Ho!' 1868 and 1872. E. Lear, 'Journal of a Landscape Painter in Corsica,' 1868. Guide-Joannes, 1877. The best map is the French *Etat-Major* one, to be had in Paris, but not in Corsica.

Travelling in the Interior.

In 1840 the island had not a single high-road; at present it is better provided than any equally mountainous district of the Continent. The roads are classed as *Routes Nationales*, made by the State, of which there are 9; *Routes Départementales* (also 9), made by the department; *Chemins Vicinaux* (12), made by communes and the departments jointly; and *Routes Forestières* (13), not always good for wheeled carriages, but generally practicable. Many of them are traversed daily by diligences of the ordinary French type. Two-horse carriages may be hired at Ajaccio and Bastia for from 20 to 25 francs a day, or 2 francs an hour for a drive. Riding-horses and mules are everywhere procurable. A railway is now in course of construction from Ajaccio to Bastia.

At present little can be said for

Corsican *Inns*, but they are much better than they were a few years ago. They are quite as good, if not better, than those of Italy, or of most part of the Alps. The wine is by no means unpleasant, and often really good. Charges are very moderate. Game is abundant, *Merles*, or blackbirds, being the great delicacy of the island, after they have feasted upon ripe *arbutus* and myrtle-berries.

Corsica, the ancient *Cyrrnos*, the largest island in the Western Mediterranean after Sardinia and Sicily, is 114 m. in length, from the northern point of the Capo Corso district to Cape Cala Fiumara on the Straits of Bonifacio, and 52 in its greatest breadth, from Capo Rosso on the W. to the mouth of the torrent Tavignano on the E. The shortest line from its coast to Italy is 53 miles (Capo Corso to Piombino), to France 112 miles (Calvi to Antibes). It is inhabited by an Italian race, speaking a dialect of its own; but this insular *patois* is itself subdivided into several local varieties.

A chain of mountains, the general direction of which is from N. to S., divides the island into two parts, of nearly equal extent. Ajaccio is the principal town of the W. half, Bastia of the E. This principal chain is subdivided into three regions, *Pagliorba* to the N., the highest points of which are the *Punta della Torricella* (1776 ft.); *Monte Stello* (5193 ft.); *Serra di Pigno* (3642 ft.); *Monte Grosso* (6105 ft.); *Monte Ladronecello* (7005 ft.); *Monte Pagliorba*, or *Vagliorba* (8694 ft.); and *Monte Ointo*, the highest point in Corsica (8898 ft.).

In the central chain the highest points are *Monte Tafone* (7595 ft.); *Monte d'Oro* (8695 ft.); *Monte Renoso* (7546 ft.); *Monte Incudine* (6746 ft.); *Monte Artica* (8005 ft.); and *Monte Rotondo* (8626 ft.).

The southern chain contains *Serra della Rena* (6368 ft.); *Monte Asiniao* (5981 ft.); *Punta della Cava* (5137 ft.); *Punta d'Ovace* (4898 ft.); and the *Monte della Trinità* (975 ft.). The coast is generally low and sandy, with numerous marshes. The rivers running down from great elevations, over

very short distances, are little more than torrents. The principal are the *Golo*, the *Tavignano* and the *Fiumorbo* on the E., and the *Liamone* on the W.

Although there are many countries with finer scenery than Corsica, and in some places the high-roads pass through dull and uninteresting country, it may be safely stated that the beauty of the island, as a whole, has been generally understated rather than exaggerated. Its forest scenery, beech, chestnut and pine, with a beautiful growth of fern beneath, giving it in many places quite an English greenness, is magnificent; and the granite rocks which in some places fringe the coast line are quite unique. The region between *Èvisa* on the N. and *Sartene* on the S.W. of the water-shed, can hardly be equalled in Europe for variety of romantic scenery.

The classical history of Corsica is devoid of interest. After the fall of the Roman Empire it fell alternately under the power of the Greeks, the Moors and the German Emperors. The Genoese governed it nominally or really from 1347 to 1768, four centuries of frequent civil war and constant barbarism. In 1768 Genoa parted with its rights to France, and in the following year, it became an integral part of the French kingdom.

In 1794 a general assembly of the representatives of the Communes (*Consulta*) pronounced the union of the island with Great Britain; it was governed by Sir Gilbert Elliott, afterwards Lord Minto, until 1796, when Napoleon despatched a small force and retook it without difficulty.

It now constitutes a department of the French Republic, the fourth in point of extent in France. Its population amounts only to 258,590.

The mild climate and fine situation of Ajaccio are bringing it into notice as a winter residence for invalids. The air is softer than at Nice, there is a peculiar brilliancy in the atmosphere, and frosts are rare and never severe. The mountains on the opposite side of the Gulf prevent the glare from an unlimited sea view, so painful to the eyes of residents on the Riviera, and

the nature of the soil in the neighbourhood of Ajaccio renders dust a very rare annoyance. A few villas and some good apartments may be had. Placed as Corsica is in the centre of the great basin of the Western Mediterranean, between the Alps and the Atlas, and with great inequality of surface, it presents to a great extent an epitome of the whole region, from the warm sea-level to the Alpine character of the interior, where the mountains rise to the height of nearly 9000 ft. Long droughts prevail in summer, and the total average fall of rain does not exceed 22 or 23 inches. Malaria is very prevalent in low situations, and for 6 months it is dangerous to sleep at night in the plains on the eastern coast; a great deal of this is no doubt owing to insufficient diet, even amongst the better classes. The best period for a visit is from October to June inclusive.

The forests of the central zone consist principally of ilex, cork-trees, the ordinary European oak, beech woods and noble chestnut forests. In the mountains are the great pine woods for which the island is specially celebrated. The *Pinus Laricio*, indigenous to the island, is the monarch of European conifers.

The olive is said to reach in some places to the elevation of 3000 ft., the chestnut to 6000. The orange tribe, especially the cedrat, is cultivated extensively in sheltered places. The mineral wealth of Corsica was known to and fully appreciated by the ancients, and a few of the mines are again being worked by English companies; one of the most valuable is the argentiferous lead-mine of *Argentella*. Anthracite coal has also been found, and is said to be of good quality. The chalybeate water of *Orezza* bears a very high reputation, and obtained the gold medal at the Paris Exhibition of 1878. It is exported all over the world.

At Porto Vecchio and Bonifacio are found the *Pinna* shell, producing the Corsican pearl.

In order to put down the *Vendetta*, and to keep in order a people so fiery and vindictive as the Corsicans, the Government has from time to time

prohibited the carrying of fire-arms. Strangers, however, can easily obtain a *Permis de chasse* from the Prefet.

The passion for sanguinary revenge is confined to no part of Corsica; but the habit of pursuing feuds of this description with inveterate pertinacity, and extending them to whole families, prevailed chiefly in the country *di là de monti*, and S. of Corte. This custom has all but died out, though there may still be a few so-called bandits, who are simply peasants obliged to remain in hiding for having broken the law. They never interfere with strangers.

The peculiar dress of the women is the *mandile* and *faldetta*; one is bound round the head and tied behind, the other folded and tied under the chin.

In the country they wear hats of coarse straw, very large and flat in shape, and thickly padded to keep out the sun. The men of Corsica are well built and strong, though hard-featured and dirty-looking; the women have clearer complexions than Italians in general, but are often haggard and neglected-looking, as if the little hard labour performed in the island fell to their lot. This is, in fact, largely the case; and, combined with exposure to the sun, poor living, and ill-ventilated, dirty dwellings, often makes them prematurely old-looking, as well as preternaturally ugly.

The dress of the men in and near the cities presents nothing particular, but in the interior the national costume of the shepherds, the *pelone* (a coarse goat's-hair cloak) and *baretta* (a cowl or Phrygian cap of foreign wool and manufacture) is still constantly seen. As they ride, the large-leathern wallet (*zucca*) is usually strapped round their shoulders, and at the side hangs a large gourd for wine or water.

Corsica and Sardinia are the only places in Europe where the Moufflon (*Ovis musimon*, in Corsica *Musa*, Ital. *Mufflo*) exists. Pliny mentions that even in his day it was found only in these islands. It is also found in Crete and Cyprus, and in the southern part of the colony of Algeria. Every year they are becoming scarcer in Corsica, and will soon probably be

extinct. Though naturally very wild, the animal is easily tamed.

Red deer are said to exist in the forests of Valdoniello and Aitone, but are exceedingly scarce. This is probably the same species (*Cervus barbarus*) found in the forest of Beni Saleh in Algeria.

Perhaps the best idea that can be given of the game likely to be met with in Corsica is to subjoin the actual results attained by a French *Chasseur*, during four months, in one season:—

15 hares, 80 wild duck, 2 water-hens, 15 golden plover, 83 partridge, 93 quail, 19 woodcock, 210 snipe, 155 blackbirds, 10 doves, 2 foxes, 30 larks, 2 owls, 2 heron, 1 bustard, 15 small eagles, 30 small birds killed at one shot!! And once he killed a flamingo.

The Corsican peasant is invariably a small landowner, but he is generally too proud and idle to work. The cultivation of the land is for the most part performed by Italians from the Lucca Apennines, who come over in gangs in November, and return to Italy in April, and again for the harvest in July, taking home nearly the whole of their earnings with them.

a. Ajaccio. (Pop. 16,550.)

British Consul: J. A. Shortt, Esq.

Inns: *Hotel Germantia*; *Hotel de France*; *Hotel de Londres*; *Hotel du Nord*. A really first-rate hotel is much needed.

English Church.—The ch. of the Holy Trinity, a very handsome and commodious church, built in 1877-78, entirely at the expense of a well-known and highly esteemed English resident at Ajaccio, Miss Campbell. The chaplain is licensed by the Bishop of Gibraltar.

On approaching Ajaccio by sea, the steamer passes close to the solitary islets called *Isole Sanguinaires*, and a run of half an hour more brings it to the town. The gulf is magnificent, bounded by picturesque mountains softening gradually into hill and low cliff towards the water's edge.

The natives are fond of comparing it to the Bay of Naples, but it much more resembles a vast Highland inlet, a resemblance increased by the desolation of the scenery. This character

is not peculiar to the Gulf of Ajaccio: it belongs more or less to the whole coast of Corsica (except in the two small and productive districts of La Balagna and Cape Corso in the extreme N.). The country on both shores is either bare rock or covered with patches of brushwood (Ital. *macchie*, corrupted by the French into *makis*), composed of lentisk, arbutus, myrtle, oleander, cistus, tree-heath and other Mediterranean plants.

These *macchie* cover more than half the surface of the island, and are one of its greatest ornaments, delighting the senses with delicious perfume and varied verdure, and sometimes lighting up the landscape with a blaze of colour, among which the white and purple cistus predominate.

The prospect becomes a little more animated as the steamer approaches the head of the gulf, and passes the little *Capella de' Greci*.

The excellent anchorage and sheltered position of the harbour render it a favourite resort for yachts, and navigation is greatly facilitated by the 24 lighthouses of various dimensions that surround the Corsican coasts.*

* The following is the official list of the lighthouses above alluded to; the numbers correspond to those on the Map.

1. Phare du Giraglia ou Cap Corse.
2. Fanal du Mortella.
3. Fanal du Fornali.
4. Fanal de l'île de la Pietra.
5. Feu sur le mûsoir de la jetée de l'île Rousse.
6. Feu du port de Calvi au pied de la citadelle.
7. Phare de la Punta-Revellata.
8. Phare des Sanguinaires.
9. Fanal de la citadelle d'Ajaccio.
10. Fanal sur le mûsoir de la jetée de la citadelle d'Ajaccio.
11. Feu rouge sur la jetée du Margonajo.
12. Fanal de Propriano.
13. Fanal de la Madonnetta.
14. Fanal de Feno.
15. Phare de Pertusato.
16. Fanal de Lavezzi.
17. Phare de la Chiappa ou Portovechio.
- 17A. Portovechio de St. Cipriano.
18. Fanal de Portovechio ou Giovan-lungu.
19. Phare d'Aiastro.
20. Fanal de la citadelle de Bastia.
21. Feu de la jetée du Dragon.
22. Feu du mole génoir.
23. Feu à l'extrémité de la jetée St. Nicolas à Bastia.
24. Feu de Maccinaggio.

Works are in progress for a new jetty to protect the anchorage from the S.W.

Ajaccio is mentioned in Ptolemy under the name of *Urocinium*. In the Middle Ages it was called Adjacium, and stood on rising ground above the present site. The modern town owes its existence to the Genoese, by whom it was founded in 1485. The *citadel* was built in 1553, by the French Marshal de Thermes, during his temporary possession of the island.

Ajaccio has somewhat the appearance of a colonial town inhabited by two populations: French in a certain general air, and in the architecture of the new streets and public buildings—as in all Corsican towns, the houses are piled up to a number of stories, which the value of ground in the island cannot account for; Italian in everything else, and especially in the dress and appearance of the inhabitants proper. It is finely situated on a promontory, half on the lowest slope of the hills which rise behind it, and half on the shore of the gulf. It has externally a bright and cheery aspect, pleasantly relieved by the foliage of the trees which line some of the streets. The harbour, which might contain navies, is enlivened by few craft beyond the native fishing-boats.

The visitor is immediately reminded of the great name with which that of Ajaccio is for ever connected. Near the landing-place, surmounting the principal fountain, stands a marble statue of Napoleon in a *toga*—an indifferent work—presented to the town by King Joseph in 1842. The streets and squares keep up the same remembrance: there are the Cours Napoléon, Rue Napoléon, Rue Fesch, Place Letizia and a little Rue du Roi de Rome. The Place du Diamant, or Place Bonaparte, of which one side is formed by the outer gulf, and which abuts on a green vineyard-covered mountain, is the prettiest site of this little city. On this Place, shortly to be laid out as a garden, stands the *Monument* to the first Emperor, by Viollet-le-Duc, erected in part by public subscription, and “inaugurated” by

Prince Napoleon in 1865. It consists of a colossal equestrian statue of the Emperor, upon a lofty pedestal, with his 4 brothers on foot, one at each corner, all draped “à la Romaine.” It was at the inauguration of this that the prince delivered the famous speech which produced the much-talked-of alienation between him and Napoleon III.

The public buildings of Ajaccio are without interest, except the *Hôtel de Ville*, with a library, which contains a tolerable collection of books and pictures, including some historically valuable of the Bonaparte family. Remark in particular that of Carlo-Maria Bonaparte, the father of Napoleon, in a lawyer's dress. He was, when a young man, of very prepossessing appearance, and married the beauty of Ajaccio, Letitia Ramolino, the destined mother of so many sovereigns.

The *Cathedral* is a heavy and ill-kept building of the end of the 16th cent., with 3 aisles divided by large pillars, and a small central cupola. Here (according to Corsican tradition), at the Feast of the Assumption (in 1769), Madame Letitia was taken with those pains of labour which ended in the birth of her second child, Napoleon the First. The remains of Madame Mère and of Cardinal Fesch were formerly in a dark little chapel to the rt. of the choir. The former were removed from her palace in Rome, on her death in 1832, to the town of Corneto, and thence in 1852 to Ajaccio. They are now, with the remains of her half-brother, the Cardinal, deposited in the vault below the beautiful *Memorial Chapel*, in the Rue Fesch, forming one wing of the very considerable structure occupied by the Collège Fesch. Her tomb is inscribed “Mater Regum.” The chapel, we are told by a Latin inscription over the portico, was commenced by the Cardinal himself, and finished under Napoleon III. in 1859. It is the sepulchre of some other members of the Bonaparte family, and is an elegant building of stone, in the form of a cross, with a dome over the centre.

The interior walls are finished in scagliola, and the work is extremely well done.

The *Collège Fesch* is a large public school for boys. The l. wing of the building contains about 800 pictures, once the property of Cardinal Fesch, and presented to Ajaccio by King Joseph in 1842. There is hardly a picture of any excellence in the collection. There is one very fine room in this building containing upwards of 30,000 volumes, a portion of the Cardinal's library. A bronze statue of the Cardinal stands in the central space.

The great attraction of Ajaccio is the house in the Place Letizia, Rue St. Charles (marked by an inscription on a marble slab over the door), in which Napoleon was born on the 15th August, 1769. It is a comfortable bourgeois mansion, and one of the best houses of its date in Ajaccio. It contains some furniture of the original Bonaparte family.* The nursery of the children is pointed out, and also the sleeping-room of the young Napoleon. The small sofa is shown in which he is said to have been born, and also the sedan-chair in which his mother was conveyed from church just before. The room in which the event is traditionally said to have taken place—having been fitted up for the purpose in a hurry, some accident having prevented Madame Bonaparte from occupying her proper chamber—is a passage room on the first floor, opening into several other apartments. The custode, who keeps the keys, lives near at hand, and will be satisfied with a franc. This house was in reality the property of the Ramolino family, as that of Bonaparte was much impoverished by law-suits. It was inherited by M. Napoleon Lévê, who sold it to the late Emperor. It now belongs to the Empress Eugénie.

Here the first Napoleon spent his boyhood, till the age of 15, when he was sent to Brienne. A natural grotto, formed by a mass of rocks, is

* The Bonaparte family is said to have come from Palma in Majorca. See p. 475.

said to have been a favourite haunt of his. It is beautifully situated on rising ground, a little beyond the termination of the Cours Grandval, near a spot where there ought to be a public garden. Ajaccio is celebrated for its *Terrines de Merles* (potted black-birds), and also *liqueur de Myrte*, made from the ripe berries of the myrtle. Both excellent and portable for yachts.

b. ENVIRONS OF AJACCIO.

In the vicinity of the town the principal cultivation is that of the vine, olives also are abundant, and the trees grow to a great size. A few palms may be found, and an abundance of orange, almond, and lemon-trees, prickly pears and aloes. The oranges are particularly good. Observe in the vineyards the curious little wooden watch-houses, "*Pergoliti*," the watchman has the odd name of "*il Barone*." Observe also here, and over great part of Corsica, the little white constructions of masonry, square, conical, or dome-shaped, in the midst of the vineyards and olive-grounds: these are the family tombs, for the Corsican of property prefers a separate place after death in his own little patrimony, to the socialism of the cemetery.

The *Public Cemetery* is near the shore beyond the Greek Chapel. It is a piece of ground, enclosed within high stone walls, square in shape, and very badly kept. A small portion of it is reserved for Protestants.

The higher ground about Ajaccio commands magnificent views over the blue waters of the gulf, the ranges beyond it, and, to the l., glimpses of the central ridge of the island. A bleached mountain to the N.E. with a mitre-shaped head is the *Monte d'Oro*, and this just conceals the *Monte Rotondo*, the second highest in the island (8626 ft.).

There are delightful but wild and rough walks in every direction, over the hills and along the shores of the bay. The visitor may ramble where he pleases, without fear of being turned back for trespassing. Beautiful wild flowers may be gathered all through the

winter, and the conchologist will find excellent opportunities of making a collection of shells on the pleasant beach. A walk to the convict establishment of Castelluccio, finely situated on a mountain height behind Ajaccio, will well repay the visitor, as well as that round the head of the bay to Fort d'Aspret, above the Lazaretto. The chapel of St. Antonio is also worthy of a visit. It is not above 10 kilom. from the town, and a great part of the distance can be done in a carriage.

A magnificent view is obtained from the summit of the *Col*, where the chapel stands. It is a wild collection of fallen granite boulders, and was formerly one of the most favourite haunts of the Corsican banditti.

A road was opened, in 1880, in continuation of the *Cours Grandval*, and first runs almost due W. till it passes the Grotto Napoleon, when it turns sharply to the right, runs through olive-trees and gardens behind the town, comes out along the end of the ridge of the hill at the foot of which Ajaccio lies, and then turning again to the westward, and rising very gradually to a height of 600 ft., it ends at a fountain, above which is the inscription "*Peraldi Maire, 1880.*" Its length is about three miles. From its whole extent, views, both near and distant, are opened out, such as one seldom sees in so short a space. The topography of the town and neighbourhood is at once made clear. The harbour is seen at one's feet and the sea beyond, and the whole of the Eastern coast of the gulf, divided by long promontories into three or four deep bays, is seen as far as Cape Muro. From about the middle of the road looking N. the view is magnificent. In the centre is the Monte d'Oro, seen from top to bottom, at the head apparently of a broad valley, the sides of which are formed by fine ridges and mountains coming off from the great central range. The nearer country is very irregular, but well cultivated, and dotted over with large patches of wood, mostly olive, which, especially along the foot of the hills, form a large feature in the landscape.

From the level of this road the highest Corsican hills, with the exception of Monte d'Oro, are almost entirely shut out by intervening crests, although small portions of the very summits of Monte Rotondo, Monte Renoso and Monte Incudino are visible in fine weather. Monte Cinto is quite shut out. If, however, a few yards before coming to the fountain, at the upper end of the road, a footpath to the right is followed, in about a quarter of an hour, after a further ascent of 300 feet, it brings one to a small platform in front of some huge rocks projecting from the *Macchie*, from which a view is got of all the highest points of the island. The view is much more extended than from below, although the town and the near foreground is shut out. To the left is seen the abrupt tooth-like summit of Pagliorbo; next to it and to the right is the long irregular top of Monte Cinto, more or less covered with snow; then Monte Rotondo, the double head of Monte d'Oro; next comes Monte Renoso, and, after a fine ridge of nearer hills, the long snowfield of Monte Incudino. The line of hills then gradually lowers, till it ends in the sea at Cape Muro. Still farther to the right the island of Asinara, lying off the N.W. corner of Sardinia, is often visible. From this fine point of view—about 900 feet above Ajaccio—one may return by the same route, and by driving to the fountain, even an invalid may enjoy the splendid prospect. But a shorter way back may be found by following the path along the face of the ridge, and descending by a steep zigzag path which comes out at the sea, just behind the gasworks, some ten minutes' walk from the town. Before descending, however, it would be well to extend the walk through the *macchie* on the top of the hill, where it is much more luxuriant than below. Several paths are found running along both sides of the ridge, one on the south side leads down to the sea, about three miles from the town, another on the north side descends close to the chapel of St. Antoine.

The road along the north shore of the gulf to Punta Parata, a dista-

six miles, is also very fine. All along the road admirable sites for winter villas might be found, well sheltered from the north by a ridge of hills from 500 to 1500 ft. in height. This might well have formed a Corsican riviera, and have been the site of a winter sanatorium, certainly not inferior to any in Europe. But the ground is very limited, and the best parts of it are already spoiled, first by a gaswork, and next by a number of private tombs and a large public cemetery, which extends along the road for nearly a mile.

[An excursion may be made by carriage to the interesting little town of *Cargesi* (400 Inhab.), situated to the S. of the promontory which separates the *Golfe de Porto* and *Golfe de Sagone*. It is inhabited by Greeks who migrated from the Morea about 200 years ago; Greek is still spoken by some of the older people, though it is fast dying out. The people are Roman Catholics, but retain the use of the Greek language in their liturgy.]

Should the traveller be pressed for time, he may see some of the finest scenery in the island by driving to *Vico by Sari*; there he should sleep, and early next morning start for *Evisa*, and see the forests of *Aitone* and *Valdoniello*. The view from *Evisa* of the bright blue sea, framed between two huge propylons of red granite, is most striking.

From *Evisa* he may return to *Ajaccio* by *Porto, La Piana* and the Greek village of *Cargese*, where he can sleep; or, by having horses to meet him, he can return to *Ajaccio*. At *La Piana* the accommodation is indifferent. The road from *Evisa* to *La Piana* leads through wild and highly picturesque scenery. Travellers can also proceed westwards along the coast road to *Calvi*, 2 days' drive, through stern landscapes. There is, however, it is said, no good sleeping-place.

6. AJACCIO TO BASTIA, BY CORTE.

152 kil. = 94½ Eng. m., 23 hrs., by diligence, including stoppages. There

is an express post in 15 hrs., 36 fr. The long promised rly. has been commenced, and is progressing rapidly.

The road follows the north-eastern shore of the harbour, past the handsome chateau of Count Baccocchi, and turns suddenly to the l., before reaching the *Lazaretto*. The same road continued leads to *Sartène* and *Bonifacio*.

Some way beyond the turn the two small rivers *Gravona* and *Prunelli* fall into the sea, enclosing a small, fertile, but unhealthy plain called the *Campo del Oro*. Observe at the mouth of the *Prunelli* the small tower of *Capitello*.

The road ascends through the valley of the *Gravona*, whence *Ajaccio* is supplied with water to

40 kil. *Bocgnano*, 2053 ft. above the sea. No decent inn, but meals may be obtained. This is an ancient-looking village, in former times a centre of brigandage, pleasantly situated in the midst of extensive chestnut-woods.

The houses in the mountain villages are strong stone buildings, with a staircase on the outside. The churches also are generally built alike—plain square edifices, with tall bell-towers of grey stone; often, however, there is no tower, and the bells are hung on a rough wooden framework in the open air.

The road now begins to ascend the central chain by a succession of steep stretches and rapid windings. To the rt., a gorge clothed with scattered ilex and beech-woods leads up to the bare peak of *Monte Renoso* (7546 ft.). Patches of similar wood are passed, until we enter a grove of beech-trees of magnificent dimensions, the commencement of the forest of *Vizzavona*, and soon arrive at the Col of the same name, the highest point of the road (3757 ft.). An *Inn*. The road now descends to the N.E., and, leaving the beech-wood, plunges into the depths of the pine-forest of *Vizzavona*.

To the N. is the bleached and rugged cone of *Monte d'Oro* (8695 ft.), the *Mons Aureus* of the Romans, who believed it to contain great mineral

riches. It towers to a height of 5000 ft. above the pass.

The forest of Vizzavona consists almost entirely of the noble Corsican pine (*P. Laricio*). It is one of the best known to the traveller, though not the most extensive. Traces may still be seen of the terrible fire which raged here for many days in 1866.

¶ A series of rapid descents leads to (22 kil.) *Vivario* or *Gatti di Vivario* (2010 ft.), where is an *Inn*. The village is overshadowed by mountains fringed by pine-forests; to the N. the craggy shoulders of Monte Rotondo, but the summit is not visible.

Below Vivario the road still descends till it crosses the torrent of the Vecchio, 1500 ft., which comes down from the lake of Monte Rotondo, a sequestered tarn, near the summit of the mountain. It then rises, passes through the village of *Serrajo di Venaco*, a much more important and flourishing village than Vivario, reaches the height again of fully 2000 ft. at the village of *St. Pietro de Venaco*, and then makes a more gradual descent to Corte.

22½ kil. Corte. (Pop. 5400.)

Inns: *H. de l'Europe*, *H. Paoli*, both fair.

Corte stands on a spur of the Central range, in a very commanding situation. It is a pretty little town, with a tolerable "Place" of French construction, ornamented with trees and a bronze statue of *Pascal Paoli*, raised by general subscription in 1854. His name is held in great honour in this little mountain capital of his. It was the seat of his government from 1755 to 1769, a period of civil war, yet unstained by violence or injustice.

The town rises in a mass of separate stone houses, up to the acropolis or citadel, built by Vincentello d'Istria in the 15th cent., on a rock of serpentine, overlooking the steep streets of the town to the S., and the Tavignano, flowing at the foot of a fearful precipice to the W. This citadel was regarded as of considerable strength long after the invention of gunpowder,

and was often taken and retaken in the wars of the Corsicans and Genoese.

It was before the Franciscan convent of Corte that the General Consulta, or Assembly of Representatives, met in 1793—not less than 1012 in number—on the invitation of Paoli himself, to decide between their General and the Convention which had summoned him to its bar. The young Pozzodiborgo, then Procureur-général of the department, is said to have climbed a tree and addressed the meeting from its branches. Paoli's triumph was complete, and the French were for a time expelled from the island. A house in Corte is pointed out as the headquarters of the short-lived English government established under Sir Gilbert Elliott, the first Lord Minto, and Pozzodiborgo (1794-6).

[*Excursions from Corte*.—This town well deserves to be made the tourist's headquarters for some days. Even should he undertake none of the longer excursions, he will find many magnificent points of view within an easy distance.

By following the Restonica to its source, and crossing the main chain, the baths of *Guagno*, on the W. side, may be reached in a long day's walk.

Following the Tavignano to its source, a path leads across the main chain to *Vico*, also a long day's march.

The ascent of *Monte Rotondo* may most easily be effected from Corte. The traveller must pass the night at the *Stazzo* (Lat. *Statio*), a collection of goat-herds' cabins, where he is sure of a hospitable reception. Up to this point he can ride; the rest of the ascent must be made on foot. The upper part of the mountain is never free from snow. The ascent should not be attempted except between May and September, unless by mountaineers, to whom it offers no difficulty.

The traveller may descend on *Vivario*; or on the baths of *Guagno*, on the side towards *Vico*.]

There is a *diligence* every morning from Corte to Bastia in about 8 hrs.

There are also public carriages for Calvi.

On leaving Corte the road rises by a very gentle ascent to a height of about 400 ft. It then descends rapidly to Porte Francardo, &c. From some points there are fine views, looking back of Monte Rotondo.

(7 kil.) **Ponte alla Leccia.** Cross to the rt. bank. Lt., diligence-road to Calvi turns off. Rt., road to Morosaglia and Orezza.

[Travellers not pressed for time should take the very beautiful road by *Morosaglia*, the birthplace of Paoli, where a large school founded by his bequest honorably preserves his memory, and the *Pass of Porto to Orezza*, thence descending either to *Cervione* or the mouth of the *Fium' Alto* on the E. coast road. The views from the pass W. over the *Castagniccia*, a vast chestnut forest, broken into hills and dales, and diversified by bright villages, to the Tuscan islands and the distant Italian coast, are of marvellous beauty, and the whole descent charming. There is a good *Inn* at *Stazzona* which is 26 kil. from P. alla Leccia.]

Below Ponte alla Leccia the Golo forces its way through a remarkable gorge of chlorite slate: the road, sand of the torrent, and neighbouring rocks, all assume a white-greenish hue.

This pass is celebrated in Corsican history as the place where the national forces under Clement Paoli, brother of the celebrated patriot, were finally defeated by the French.

(8 kil.) **Ponte Nuovo.** Cross to the l. bank. The valley now is all but uninhabited: villages appear only here and there, peering through the chestnut foliage or above the endless "macchie" on the bordering hills. On the rt. bank the hills rise, softly wooded, to a considerable height: among these lies the fertile and happy little territory called the *Castagniccia*, from its abundance of chestnut-trees, containing several rich communes. Issuing on the coast plain, the road turns abruptly N.;

here it joins the road from Bonifacio. To the l., picturesquely situated on a hill, is the large village of *Borgo*.

To the rt. the great *Stagno di Biguglia*, a brackish and unhealthy pool, separated from the sea by a bar of sand, the resort of innumerable wild-fowl; the fishing is let for 35,000 fra. per annum.

The road is straight and very monotonous. Bastia is visible for many miles before it is reached.

Bastia. (Pop. 20,000.)

British Vice-Consul: T. L. Jervis-White-Jervis, Esq.

Inn: *H. de France*; good.

Means of Communication.—*Compagnie Fraissinet* (Postal service). From Marseilles, Sundays; Nice, Wednesdays; and Leghorn, Wednesday and Friday. To Marseilles, Thursday; Nice, Saturday; and Leghorn, Monday and Thursday.

The *Compagnie Fraissinet*, steamer, also runs to Bonifacio or Propriano on Saturdays, returning on Monday.

Compagnie Valéry Frères et Fils. From Marseilles, Sunday; Leghorn, Wednesday. To Marseilles, Thursday; Leghorn, Monday.

Compagnie Italienne. From Leghorn, Sunday. Coaling at Bastia, and going on to Sardinia. To Leghorn, Thursday, going on to Genoa.

There are also lines from Marseilles to Calvi and to l'Île Rousse, and from Nice to Bastia.

Diligences.—Besides that to Ajaccio there are conveyances to Bonifacio and Sartène by the E. Coast, and to Calvi.

Bastia is not a place of great antiquity, having been merely, what its name implies, a *small fortress*. It owes its importance to its harbour, which, though small and difficult to enter, is the only one on the E. Coast, N. of Porto Vecchio. It was the capital of the island under the Genoese rule, and is still the most important place as regards commerce. It is also the seat of the highest law court, and the commander of the forces resides there.

A new port is being constructed to the N.E. of the old harbour. The area now sheltered by the jetty is 87,000 square metres, 80,000 of which exceed 4 metres in depth; 350 metres of quay are already (1882) finished, and mooring *bornes* are placed along the entire length of this jetty. The exports of Bastia amount to about one-fourth of those of the island, and consist of olive-oil, wine, fruit, fish, marble and other minerals.

In the neighbourhood some silver and copper mines are being worked by English enterprise, and there are rich antimony mines at *Luri*, *Meria*, and *Ersa* in Cape Corse. Asbestos, from the N. of the island, is also being exported to England. Upwards of a million kilos of preserved *Cedrat* are also exported under the name of *candied peel*.

Neighbourhood of Bastia.

The terrace road along the sea-coast to the N. of Bastia, and the winding lanes through the olive-woods behind it, are singularly pleasing and picturesque. To the E. may be seen the islands of Capraia, Elba and Monte Cristo, but the Tuscan Maremma is all but lost in the distance.

Bastia stands at the southern extremity of the district called Capo Corso.

This peninsula is traversed in its whole length by a mountain ridge of schist, serpentine and marble rocks, called the "*Serra*," from 3000 to 5000 ft. in height, falling, however, in rapid terraces rather than cliffs, and almost everywhere covered with vegetation. In the valleys the olive prevails, with vineyards (the best wine of Corsica is made at *Luri* and *Rogliano* in this district—a white, dry kind) and orange and pomegranate orchards. It is a very industrious and populous district; said to be inhabited by more than 100 wealthy families.

The villages are suspended high on the mountain slopes, each having its little "*marina*" on the coast, formerly protected by some ancient Genoese watch-tower, now in ruins.

In old times it was divided between

two seigniorial families of good account in the Middle Ages—the Gentile and the Da Mare; the former still enjoys consideration in the island.

There is a good road along the sea-shore N. of Bastia, and the line of telegraph follows it to the northern extremity of the island, whence it traverses the sea to Spezia. This road is continued down the W. coast of the promontory to San Fiorenzo, and a cross road traverses it from the *Marina di Luri* to *Pino*.

Near the village of *Brando*, 5 m. N. of Bastia, is a very beautiful stalactitic cave in the garden of M. Ferdinand, a retired officer of Engineers. It is admirably kept, and will be shown and lighted by the guardian. (Fee, 1.50 fr. from each visitor.)

It is rather a gallery than a cave, and winds for a considerable distance into the mountains, ascending all the time, revealing new beauties at every step. The extreme dryness of the interior is remarkable, although a magnificent spring bursts from the base of the mountain below it, and turns a mill in its few yards of turbulent descent to the sea.

The cave was at one time a favourite haunt of banditti, and some of their arms, in a state of petrification, are still preserved by the proprietor.

Behind *Brando* rises the *Monte Stello*, the culminating point of the Capo Corso range (5193 Eng. ft.).

More immediately behind Bastia the *Serra di Pigno* (3642 ft.) should be ascended for the sake of the fine view over both seas.

A solitary ruined tower, perched on the backbone of the promontory, above the valley of *Luri*, is called the *Torre di Seneca*, and tradition makes it the habitation of that philosopher during his eight years of exile here, in the reign of Claudius. Below it is the village of *Pino*, a singularly picturesque spot. The tour of Capo Corso is an excursion strongly recommended to travellers. It is a 2 or 3 days' drive, according as he takes the short cut by the *Vale of Luri*, or makes the entire circuit. The road traver

a succession of wild, rocky capes, rich recesses in the mountains, and offers distant views of great extent.

d. CALVI TO BASTIA BY THE HAUTE BALAGNE AND PONTE ALLA LECCIA, 112 kil = 70 Eng. m.

Calvi, the nearest point to France, is a miserable, unhealthy, and half ruined town of less than 2000 Inhab, without any good Inn. There are steamers from Marseilles to this place or to *Isola Rossa*, *Ile Rousse*, every Monday morning (20 hrs.), returning on Saturday.

It is picturesquely situated, and divided into the *Haute Ville* and the *Basse Ville*, the former being fortified. There is a magnificent view from the ramparts of Fort Mozzello.

Calvi embraced strongly the Genoese side in the long wars of this island, and was honoured by the Republic with the title, inscribed over one of its gates:—*Civitas Calvi semper fidelis*. It made a desperate resistance against the English in 1794, under Hood and Nelson, who reduced it to a heap of ruins before its surrender. Nelson lost his eye in bombarding Calvi.

The road follows the coast for some distance, and gradually ascends to the village of Lumio, whence a fine view of the Gulf of Calvi. From Lumio the road to *Isola Rossa* and Bastia turns off l.

The road to Ponte alla Leccia gradually ascends, following the undulations of the mountain side, passing through a succession of very picturesquely-situated villages. The view of the plain of the Balagna is the richest in the island.

Muro, 24 kilom. Inn. A handsome village.

Feliceto, 28 kilom.

Belgodere, 43 kilom. Shortly after leaving Belgodere the traveller bids adieu to the lovely coteau of the Balagna, its olive-forests, and richly-cultivated fields. Cistus covers the

mountain sides, and the eye wanders over the uncultivated waste to the sea. The sea, however, continues the same beautiful boundary to the horizon, and the Capo Corso stretches far into its azure surface. The direct road to Bastia is seen winding below through the undulating hills.

After a considerable ascent the summit of the Col is gained, and the road follows the course of the Navaccia, which falls into the Tartagine, 53 kilom. The direct road to Corte by *Castifao* (32 kilom.) branches off to it. After crossing the Tartagine, and also the Asco, the road enters the valley of the Golo at

Ponte alla Leccia, 75 kilom., a way-side Inn of very humble pretensions, but possessing two clean beds. Near Ponte alla Leccia are some marble quarries. The marble is of a most beautiful description and of every variety of colour.

Hence an excursion to the forest of Asco can be made; and from Asco the Monte Cinto can be ascended. Provisions must be taken on all mountain excursions, as the supplies in the country villages are uncertain. At Ponte alla Leccia a road turns off to Morasaglia, a beautiful drive leading to Piedicroce and Stazzona, villages where very fair accommodation can be found by visitors wishing to drink the *Oressa Water* at the source, about half an hour's walk; as yet no hotel any nearer. Diligences during the season from Bastia and Corte.

Ponte alla Leccia to Bastia. (See ante.)

e. CALVI TO BASTIA BY ISOLA ROSSA AND SAN FIORENZO, 55 kil. = 35 Eng. m.

To Lumio as before.

5½ kil. *Algaïola*.

8 kil. *Isola Rossa*. Inn: H. d'Europe.

Prettily situated on a tongue of land projecting into the sea, and joined by a bridge to a small island of red granite. It is called "la Coquette

de la Balagna"—a rich plain, covered with the finest orange and citron groves, figs, almonds, olives, of which it is the harbour and commercial centre.

23½ kil. *Col Cerchio.*

29 kil. *San Fiorenzo (St. Florent).*
At the head of the fine gulf of that name, a wretchedly unhealthy place. Through a narrow defile, and over the Serra at the Col de Tighime (1765 ft.) by a good road descending in zigzags to Bastia.

1. CORTE TO VICO BY THE NIOLO, THE FORESTS OF VALDONIELLO AND AITONE.

This route is not yet open for carriages, and will take 2 days on foot or horseback.

The descent on Casamaccioli (in Niolo) is steep and long. The Niolo is a lofty basin with a cold climate and some corn cultivation. There is no wood except a few scanty chestnut-groves.

The Forest of Valdoniello is much wilder than that of Aitone, more isolated and more difficult to explore. At *Ciatarini* is an establishment, founded in 1863 by M. Léon de Chauton, with a steam saw-mill and a distillery of resin. A road, practicable for carriages, traverses it in its whole length. The central line of mountain is crossed at the *Bocca di Vergio* (5026 ft.).

On the W. side the forest of Aitone is now entered, and the valley of the Porto followed to Evisa, by a "route forestière," much broken up by carts. The journey from Corte to Evisa, by the Niolo, occupies one long day on mules. Here the traveller can obtain excellent accommodation at M. Carara's.

After passing the village of Cristinacce, the Bocca di Sevi is ascended, and the traveller leaves the valley of the Porto for that of the Liamone.

Vico. Two Inns. The town prettily situated on the side of a hill, about
[Mediterranean.]

700 ft. above the torrent Liamone. The convent on the hill-side above the town is a picturesque object, and the view of the town thence is equally fine. The convent wine is excellent.

Vico is 2 hrs. from Guagno, where during the season of the baths tolerable accommodation is to be had. These baths are sulphureous, and are supplied from 2 springs. The more abundant has a temperature which varies from 122° to 131° Fahr.; the less abundant has a lower temperature, never exceeding 104° Fahr. They are said to be possessed of great efficacy. The heat of the water at Aix les Bains is 45 centigrade, at Guagno 51. Guagno is situated in the mountains, and would make capital headquarters for interesting excursions in the island. The traveller must judge entirely from the map, from his own powers of endurance, and from the appearance of the country, as to what he can do, or had better undertake. The natives, though particularly obliging, are not accustomed to make excursions in their mountains, and have little notion of time or distance.

g. VICO TO AJACCIO, 57 kilom. = 36
Eng. m.

A diligence daily between the two places in about 8 hours.

There are two routes: one, the high road, which reaches the coast at Sagona, and follows it to Calcatoggio, whence the road crosses a lateral ridge of mountains by the Col San Sebastian, and joins the Bastia and Ajaccio road, about 6 m. from Ajaccio. The second is through the hills, joining the main-road at Calcatoggio; it passes through the villages of Arbori, Ambiegna and Sari; beautiful views of the mountain range are obtained on the road. The Liamone is crossed by the Ponte de Truggia, high above the clear stream. This road gives an excellent idea of the Corsican brushwood. It is like a path in an English shrubbery, being regularly cut through arbutus, heath and myrtle, and is far more interesting than the coast road.

h. AJACCIO TO SARTÈNE, 82½ kil. = 51 Eng. m.

Two diligences daily, taking 12 hrs. *en route*. A very hilly road, and the progress consequently very slow. In ascending the mountains opposite Ajaccio, the views of the town and the bay are very fine, looking back.

Cauro, 20 kilom., a pleasant-looking mountain village, whose white houses may be seen sparkling in the sun from Ajaccio, the only sign of human habitation visible in that direction among the mass of mountains. It contains a good *Inn*.

Here a *Route Forestière*, 20 kilom. in length, branches off to the picturesque town of *Bastelica*.

Beyond *Cauro* the road continues to rise, cultivation ceases, and thick brushwood covers the country.

Grosseto-Prugna, 30 kilom. Two contiguous villages, situated in the midst of chestnut and walnut-trees. There is an *Inn*, where the diligence which leaves Ajaccio in the morning stops for breakfast. From this to the *Baths of Guitera* and to *Zicavo* there is a cross road.

Petretto-Bicchisano, 49 kilom., two hamlets situated in a lovely position, renowned for the purity of their air and the excellence of their water.

To the rt. of the main route, on the hills above the torrent *Taravo*, and not far from the sea, lies the village of *Sollacaré*, where *Paoli* received *Boswell* in 1765.

Casalabriva, 58 kilom., a poor little village surrounded by oaks.

Propriano, 72 kilom. A little seaport town, doing a considerable trade. There is a clean little *Inn* near the shore, the latter is celebrated for its beautiful shells. Beyond this the traveller finds himself in a wild, uncultivated country, covered with scrub, with olives here and there, and the hollows filled up with *illex*-trees. A long and steep ascent brings him to

Sartène, which has been in sight for a considerable time. It is built on

a mountain side, in the form of an amphitheatre, and is very picturesque. The *Hôtel de France* affords tolerable accommodation.

A rock called "*l'Homme de Cagna*" is a very remarkable feature, over 4000 ft. high, lying in the direction of *Porto Vecchio*, E. of *Sartène*.

Near *Sartène* the celebrated orbicular granite is found, hard and of a very fine grain; it is extremely valuable. A high road leads from *Sartène* to *Vivario* (120 kilom.), on the *Bastia* and *Ajaccio* road.

There are fair *Inns* at *Zicavo* and *Ghisoni*. The road twice crosses the central chain, and passes through some of the finest forests of the island. From *Zicavo* *Monte Incudine* (6746 ft.), the highest point in the S. of the island, may be ascended in 5 hrs. on foot, or on horseback to the foot of the last ascent. The beech forests passed on the way are of remarkable beauty, and the view from the top magnificent, far finer than that from the *Rotonda*. Another road (33 kilom.) leads by *Sta. Lucia di Tallano*, *Zonza* and the *Forest of Bavella* to *Solenzara* on the E. coast, on the great route from *Bonifacio* to *Bastia*.

i. SARTÈNE TO BONIFACIO, 53½ kil. = 32½ Eng. m.

A diligence daily in about 5 hrs. going on to *Bastia*, where it arrives on the following day.

On leaving *Sartène* the road proceeds through the everlasting scrub: no villages and few habitations are passed; in fact the whole of the S.W. coast of the island is deserted by its inhabitants from June to October; they are driven to the mountains on account of the malaria, the pest of the sea-coast of this island and of *Sardinia*. The sea-coast is not remarkable, but suddenly the little harbour of *Bonifacio* and a few houses along its shore are opened.

Bonifacio, the ancient *Palla Civitas*, appears perched on a precipitous white

rock above its harbour, and surrounded with high fortifications. The upper town and citadel are reached by the fine road over which the diligence passes; the isthmus is precipitous towards the sea. Looking towards the town, he sees that it is actually built *over* the sea, which has undermined the white porous rock on which it stands. The town contains about 3500 Inhab. Bonifacio is extremely interesting, and the accommodation fairly good. The view of Sardinia and the numerous islands that impede the navigation of the straits is striking.

A narrow canal between high cliffs, about $\frac{1}{2}$ m. long, connects the land-locked harbour with the sea, and separates the town from the mainland. The *Grottoes of Bonifacio* are the chief lions of the place, after the extraordinary position of the town itself. They are formed by the sea undermining the porous rock: one extends nearly 100 yds. below the upper surface, and at its extremity a low arch enables a boat in fine weather to enter a kind of shaft above 150 ft. high. The boatmen take the visitor to 3 caves—St. Antoine, St. Barthélemy, la Dragonale—and there are many more along the coast: seals are frequently found in them.

The Gothic ch. of the Templars is worth visiting. There is also a curious staircase cut in the perpendicular cliff towards the sea, said to be the work of the Saracens. The view across the straits is most lovely. The best mode of visiting Bonifacio is in a yacht, and a visit to this singular spot would form a most agreeable reminiscence in a voyage. On the opposite side of the strait is Porto Torres, whence there is regular communication with Cagliari and other towns in Sardinia (see p. 345).

k. BONIFACIO TO BASTIA BY THE E. COAST, 148 kil. = 92 Eng. m.

The road follows the eastern coast; its sameness and desolation are unvaried.

40 kil. *Porto Vecchio* is passed, a

curious and most wretched old fortified town, but with a fine land-locked harbour. There is no trade excepting in timber.

The ruins of Aleria, Sylla's colony, at the embouchure of the Tavignano, are also passed, but they are now quite overgrown by the scrub.

Here the adventurer King Theodore von Neuhof landed in 1736. He died in London in 1756, and his friend Horace Walpole caused an inscription to be placed on his tomb, to the effect that destiny gave him a throne and refused him bread. He was buried in St. Ann's churchyard, Soho.

On reaching the neighbourhood of Cervione the road becomes more cheerful, as the chestnut-wooded hills are studded with villages above the reach of the dreaded malaria, and these villages have quite an Italian appearance.

At *Ponte di Golo* the Ajaccio and Bastia road is joined.

148 kil., BASTIA, see p. 444.

[1. An interesting excursion may be made from *Porto Vecchio* to the *Forest of Bavella*. Spend the first night at *Solenzara*, where is an indifferent Inn and extensive iron-works, now abandoned, owing to low prices. Next day the E. coast is left shortly beyond *Solenzara*, and the *Route Forestière* to *Bavella* is taken; a very hilly and beautiful road. From the first col, the *Bocca di Larone*, there is a splendid view of the *Forest of Bavella*, in a cup-like depression, with its magnificent trees, crags and pinnacles of rock, the finest forest-scenery in Corsica. The traveller can spend the second night at the *Maison d'Alca*, belonging to the *Ponts et Chaussées*; halt at noon on the following day at the Cantonier's house on the summit of the second col, and spend the third night at *Sta. Lucia di Tallano*, where there is a tolerable Inn and good wine. On the following day he will arrive at *Sartène*, and thence back to *Ajaccio*.]

105. SOUTH COAST OF FRANCE.

We must now cross over to the mainland, and recommence our voyage from the frontier of Italy, along the strip of coast land which is called in Italian the *Riviera*, and in French the *Littoral*. The first port in France is

a. Menton * (Ital. *Mentona*. Pop. 6644).

Inns: In the town—*Grand H. de Menton*; *H. Victoria*; *H. des Îles Britanniques*; *H. Westminster*; *H. Bristol*; *H. de la Méditerranée*; *H. du Parc*, near rly; *H. de Turin*.

West Bay: *H. Splendide*; *H. Pavillon*; *Grand H. de Russie*.

East Bay: *Grand H. des Anglais*; *H. de la Paix*; *H. Mirabeau*; *H. d'Italie*; *H. Bellevue* (Christ Ch. is in the garden); *H. and Pension Grande Bretagne*.

Pensions are very numerous, and there are abundance of good furnished houses to let.

English Churches: Christ Ch., East Bay; St. John's Ch., West Bay. *Scottish Free Church Service* in winter in the old French Temple, Rue Pièta.

Means of Communication.—*To Turin*. A carriage-road runs up the valley of Carrei, by Monti, as far as Sospello, on the high road between Nice and Turin. It ascends the valley of Carrei to the Col di Guardia, which it crosses by a short tunnel, 2400 ft. above the sea. By means of it travellers can avoid the *détour* by Nice on their route to and from Turin and N. Italy generally; for it offers a good way of reaching San Dalmasso, the Col di Tenda, and Turin, from Nice. (See *Handbook for North Italy*.)

To Genoa there are 4 trains daily; time, 7 to 8 hrs. The road passes the frontier at the bridge of St. Louis over the picturesque ravine. The French Custom-house is close to the town. The Italian Custom-house is a short way beyond.

To Marseilles, by train, 96½ m. 3 trains daily; time, 7 to 8 hrs.

* Murray's Handbook of France, Part II.; Bennet, 'Winter and Spring on the Shores of the Mediterranean.'

According to tradition, Mentone was founded by pirates from Lampedusa in the 8th cent.: after having belonged for centuries to various petty princes, amongst others to the lords of Monaco, it became in 1848 a free city, under the protection of Sardinia; in 1860 it was annexed to France, and is now *chef-lieu* of a canton in the department of the Alpes-Maritimes.

The town is situated on a promontory which divides into two segments a semicircular bay, bounded on the W. by the steep slopes of *La Murtola*, and on the W. by the elongated Cape of *S. Martin*. It is exposed to the S.E., and the two divisions are called respectively the East and West Bay. To the W. and N. the counterforts of the Alps describe an immense semicircle, the peaks of which attain an altitude of from 3000 to 4500 ft. The eastern division of the bay is best suited for invalids, as it is more protected from the cold winds which descend from the Alps. Some of the best hotels and one of the English churches are situated here.

Dr. Bennet, who has studied Mentone more than any other person, states that "the climate is perfection for all who want bracing, renovating—for the very young, the middle-aged invalid and the very old, in whom vitality, defective or flagging, requires rousing or stimulating." But for the ordinary invalid whose lungs are attacked, and who seeks above all things a warm and genial winter climate where he can pass his time constantly in the open air, neither Mentone nor any other place on the Riviera can compare with the African shore of the Mediterranean, especially Algiers.

There are two distinct towns, the modern one occupied by winter visitors, which extends along the sea-coast and is beginning to mount into the valleys, and the old city situated at the foot of its ancient castle on a rocky promontory. The country around is fertile, and a considerable trade is carried on in olive-oil and lemons.

The scenery about Mentone is very beautiful, and there are many pleasant excursions; for those who have but

little time to spare, the expedition to *St. Agnès, Garbio* and *Roquebrune* are most to be recommended.

H. M. the Queen spent a few weeks here in the spring of 1882, at the *Chalet des Rosiers*.

The port is small and shallow, completely exposed to the S.W., and but little protected from the E. winds. A new harbour is contemplated E. of the old Genoese fort. Coasting-vessels resort a good deal to the roadstead under Cape S. Martin.

b. MONACO.*

Inns: There are several hotels, chiefly inhabited by those who frequent the gambling-tables. The *H. Beau Rivage* will be found best suited for families.

Means of Communication.—By rly. from the E. and W. Madame Blanc is now making a road from Monaco to join that from Nice to Beaulieu by Villefranche, by which a second and lower route will be opened from Mentone to Nice, following the coast.

The harbour is much exposed to easterly winds, but with westerly winds it affords good shelter for small vessels in from 6 to 8 fms.

Historical Notice.—This capital of the smallest European monarchy, which is now reduced to the town itself, and to a very small territory of barely 3 sq. m., near the promontory, on which it stands, seen from the N. presents a picturesque appearance, still surrounded by the old fortifications erected under Louis XIV., and flanked with batteries commanding its pretty bay, in the little harbour of which English and other yachts are often moored. It contains a population of about 2000 souls, and is the only part of its prince's dominions over which he still retains any authority: his flag, a shield supported by two monks, in allusion to the name of Monaco (Monachus), may be seen floating over its castle whilst he resides in it.

The site is of remote antiquity, its foundation being attributed by some

writers to the Greeks, even to Hercules, who undertook several expeditions to the coasts of Liguria; it is frequently alluded to as the *Monæci Portus*, and is noticed in the Antonine Itinerary, under the name of *Portus Herculis Monæci*. Lucan gives an accurate description of its situation:—

"Quaque sub Herculeo sacratus nomine Portus
Urget rupe cava pelagus; non Eurys in illum
Jus habet aut Zephyrus; solus sua littora
trudat

Circius, et tuta prohibet statione Monæci."

The history of the principality of Monaco, including the towns and territory of Mentone and Rocca-bruna, is obscure; in 1162, the Emperor Frederick Barbarossa appears to have granted it to the Republic of Genoa for the part taken in expelling the Saracens from Provence and this part of Liguria, and the Genoese commune erected a fort which became a refuge alternately for its Guelph or Ghibeline exiles, its Spinolas or its Grimaldis. The Ch. of *St. Nicholas*, of fine 12th-cent. work, is the only monument remaining of this earlier time. At the commencement of the 14th cent., Monaco passed into the hands of the family of Grimaldi, and the place became a haunt of buccaneers, rendering the navigation of this part of the Mediterranean very insecure. Carlo Grimaldi was a foremost leader in the Italian wars of his time, and as a mercenary in the service of France appeared against Edward III., at the battle of Crécy (1346) with the 15,000 Genoese bowmen whose destruction drove him home, where, by piracy, he accumulated wealth enough to add Mentone and Rocca-bruna to his dominions. In 1505 Prince John II. was murdered by his brother Lucian Grimaldi, and the latter fell in 1523 by the hand of his nephew. The reigning family became extinct in the male line in 1731, in the person of Antonio Grimaldi, whose eldest daughter married into the French family of Thoiry, and from whom the present Prince of Monaco, Charles Honoré III., born 1818, of the house of Goyon-Matignon, and who has assumed the arms of the Grimaldis, is descended. Considerable discussion has arisen as

* 'Monaco et ses Princes,' H. Metivier, 1862.

to his being the legitimate heir: by the exertions, however, of his relative Prince Talleyrand, his title was acknowledged at the Congress of Vienna, in spite of the protests of the then existing Grimaldis, one of the most ancient families of Genoa, also now extinct in the male line, whilst the principality was placed under the protection of the King of Sardinia, as suzerain. In 1848 the inhabitants of Mentone and Roccabruna, who had much to complain of the exactions and misgovernment of this petty despot, annexed themselves to the Sardinian monarchy, which was subsequently confirmed by a decree of King Charles Albert, and by placing Piedmontese garrisons at Mentone and Monaco. An attempt of the late prince to re-establish his authority at Mentone, in 1854, was met by his ultimate expulsion. France has taken Sardinia's place as regards the principality, having purchased it for 4,000,000 frs., whilst this petty sovereign is allowed to preserve his castle and to exercise authority in Monaco and its immediate vicinity, and, what is more to be regretted, to permit the establishment of a public gaming-house.

Description.—The territory consists of 3 parts: (1) The old town of *Monaco*; (2) *Condamine*; (3) *Monte Carlo*. The old town is most picturesquely situated on the level top of a rock, about $\frac{1}{2}$ m. long and 160 ft. high, projecting into the sea, and precipitous on all sides.

The *Castle*, which crowns the centre of the rock, was built upon the site of a much more ancient edifice in 1542, and is a good specimen of the military architecture of the 15th and 16th cents. The *Cour d'Honneur* is the finest part. The marble staircase is good, and the frescoes in one gallery are attributed to Michael Angelo, though little of the original work remains. Another was decorated by the Genoese Carlone; one of the doors from this gallery leads into the room where the Duke of York, brother of George III., died; another into the room where Lucian Grimaldi was

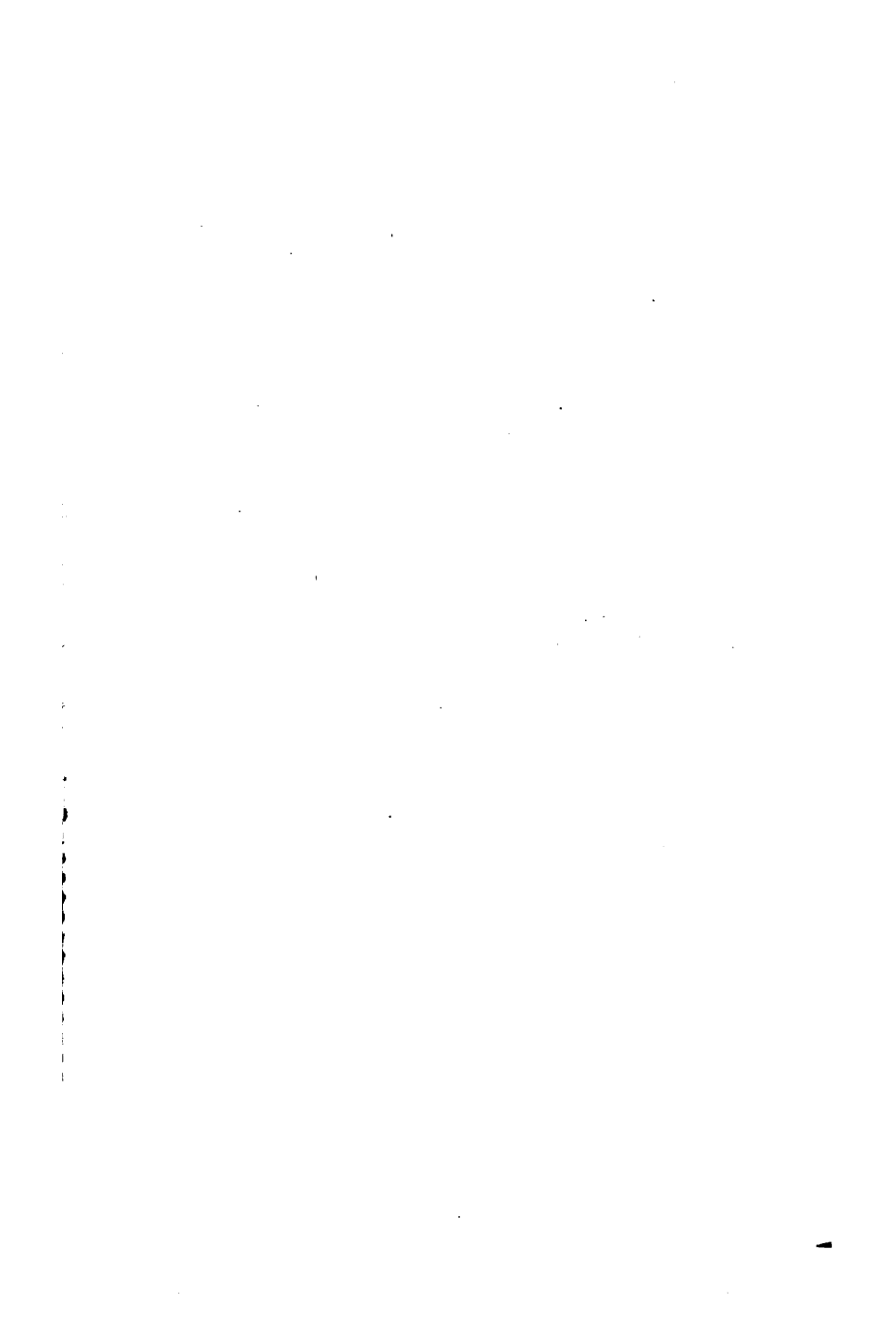
murdered. This last was walled-up, and not re-opened until 1869. A third door leads into the Grimaldi hall, a state chamber of good proportions and handsomely decorated with a fine white marble Renaissance chimney-piece, covered with excellent bas-reliefs. The chapel has been entirely restored, and is splendidly decorated with marbles and mosaics.

Overlooking the sea and the port are two dilapidated batteries, with some dismantled brass guns, presented by Louis XIV. to the then Prince, and a few other antiquated specimens of cannon: behind the palace is a garden (open at 2 P.M.), with good specimens of semi-tropical vegetation; and at the other end of the rock is another public garden, with lovely terraces overhanging the sea.

Attached to the *Ch.* is a recently restored Benedictine Abbey, and the Jesuits have a fine college and convent. There are excellent bathing establishments surrounding the port.

Condamine is on the flat between Monaco and Monte Carlo, and contains the rly. station, baths, hotel, lodging-houses, &c.

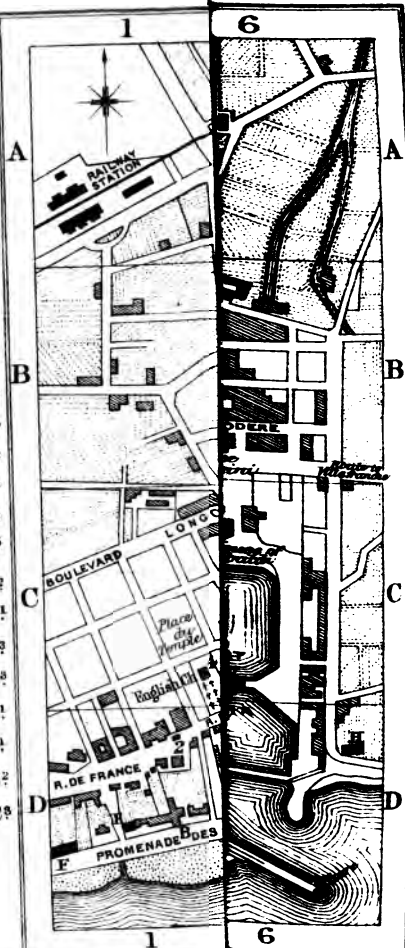
Monte Carlo, occupying the promontory about 1 m. from the old town, owes its existence entirely to Prince Blanc, who built the handsome casino in which rouge-et-noir and roulette are played. A magnificent new theatre and concert room have recently been opened, where operas are given in addition to the free concerts, also a new gambling-house holding 6 tables. The cliff at the back has been laid out in terraces overhanging the sea, and planted with palm-trees and aloes which grow luxuriantly. At the foot is a grass-plot on a system of arches and intended for pigeon-shooting. In front of the casino is a small square on the side of which is the H. de Paris, and on the other a large café. In front is a new boulevard, on which buildings are rapidly rising; and in fact the Prince and his territories now depend entirely on the casino at Monte Carlo.



NICE

REFERENCE

- | | |
|-------------------------------------|----------------|
| 1 Cathedral and Breche | C ⁴ |
| 2 Croix de Marbre | D ¹ |
| 3 French Protestant Church | C ² |
| 4 English Church | C ² |
| 5 Hotel de Ville | D ³ |
| 6 Tribunal | D ⁴ |
| 7 French Theatre | C ³ |
| 8 Theatre | D ² |
| 9 Post Office | D ³ |
| 10 Lycée | B ⁴ |
| 11 Library | D ² |
| 12 Statue of Charles Fétis | D ⁵ |
| 13 Museum | B ⁵ |
| Hotels | |
| A de France | C ² |
| B Luxembourg | B ¹ |
| C des Etrangers | C ³ |
| D Chauvain | C ⁴ |
| E de la Méditerranée | D ¹ |
| F de Rome | D ² |
| G d'Angleterre & Grande
Bretagne | C ² |
| H Grand Hotel | C ³ |



[A beautiful excursion may be made to the top of Mt. Agel. Ascend to TURBIA, a quaint old village with arcaded streets, 1900 ft. above the sea, by the mule-path, turn to the rt. on reaching the cornice road for about $\frac{1}{2}$ m., take a mule-path to the l. for a very short distance. Turn to the rt. by a path leading first through vineyards on the face of the mountain, and then up a rocky gully; this will conduct the tourist to a small solitary farm, on a high plateau, not visible till it is reached. From this a small path leads again across the face of the mountain to the large stony plateau, which slopes up to the top. The whole walk will occupy about 3 hrs. The view from the top is very grand. It is possible to descend upon Rocca-bruna, Gorbio or Mentone.]

The walk to ESA, a dirty, deserted, and extremely picturesque village, wonderfully perched upon a rock, is beautiful throughout. A new station has been made between ESA and Monaco, called TURBIA-SUR-MER. Sixteen kil. of good road connects it with the fortified position of TESTA DA CAË, overlooking Monaco at a height of 1000 metres.]

c. Nice. (Pop. 70,000.)

A British Vice-Consul.

Inns: *H. des Anglais*; *H. d'Angleterre*; *H. de la Grande Bretagne*; *H. de France*; *H. de la Méditerranée*; *H. de Luxembourg*; *H. Chauvin*; *H. de Rome*; *Grand Hôtel*; *H. de Nice*.

Pensions: *P. Anglaise*; *P. Milliet*; *Villa Gavin*; *P. Torelli*; *P. Princess Royal*.

English Churches: Ch. of the Holy Trinity; Christ Church, Carabacel; St. Michael's. Presbyterian and American Churches.

Means of Communication.—Steamers for Bastia, Leghorn, Civita Vecchia, and Naples, every Wednesday at 5 P.M.

Not a cooling station.

Vetturini. Travellers generally use the rly. along the coast, though from its low level and the numerous tunnels they thus lose much of the

delightful scenery. The views from the old Corniche road are infinitely finer and more varied, and some persons may still prefer to take that mode of reaching Genoa, notwithstanding the additional expense. The hire of a carriage and horses will amount to more than double the rly. fares, even for a party. It will be necessary, before leaving, to sign a written engagement, which should state the amount *per day*, in case the traveller should wish to spend more than 3 days on the road.

Climate.—When Nice first became the resort of British residents, the salubrity and advantages of its climate were perhaps overrated, but at present there is too great a tendency in a contrary direction, in comparing it with other places adopted as a residence for invalids. With its few drawbacks as regards climate, Nice offers advantages, from its situation, its resources, the facility of now reaching it by rly. from England, &c., superior to many of the places which have been placed in competition with it. Situated at the opening of a mountain valley inclosed by hills which in winter are often covered with snow, the wind descending from them is sometimes cold; but the greatest drawback perhaps is the *mistral*, which is very trying to invalids while it lasts, and is attended with another inconvenience, clouds of dust, which no amount of watering can prevent. It comes down the Rhone valley, and spreads like a fan, most frequently reaching Nice from the S.W. It seldom lasts more than a couple of hours, and does not occur more than three or four times a year. The cold winds from the snow-capped Alps are seldom felt at Nice, being intercepted by the lower ranges. Carabacel, Cimies, and the slopes of Mont Gros and Vinaigrier are well sheltered. The great advantage which the climate of Nice offers in winter is its clear atmosphere, bright sun, and comparative absence of rain, which always renders the chamber of the invalid cheerful. The temperature seldom falls below freezing during the clear,

serene winter nights, and is then produced more by radiation than by an absolutely diminished temperature. The daytime is warm, sometimes inconveniently so, even in December. The mean temperature of Nice, deduced from 15 yrs.' observation, has been found to be $60\frac{1}{2}^{\circ}$ Fahrenheit. The greatest heat in July and August, $88\frac{1}{2}^{\circ}$; the greatest cold in January, $27\frac{1}{2}^{\circ}$; the mean temperature during the 3 spring ditto, 58° ; in June, July, and August, 78° ; in the autumn, 62° : January being the coldest, and August the hottest months.

The advantages of Nice as a winter residence may be summed up in a few words: a pleasant climate, save when the mistral blows, but not so mild as Algiers; very little rain, all the resources of a large city, abundant society, and 40 hrs. from London; when trains fit in, the journey may actually be made in 32 hours.

Nice, called in Italian *Nizza di Mare*, was formerly the capital of a small independent sovereignty, governed by its own counts; it passed successively into the hands of those of Provence, and of the Angevin sovereigns of Naples until the end of the 14th cent., when it was sold by Ladislaus to Amadeus VII. of Savoy. As a consequence of the Italian war of 1860, it became annexed to France, and is now the chief place of the Dept. of the Alpes Maritimes.

The city consists of three principal portions. The *New Town* including *Carabacel*, on the rt. bank of the Paillon, called also the *Quartier de la Croix de Marbre*; the *Old Town*, with its modern additions; and the *Port*. The quarter of the Croix de Marbre is that principally occupied by foreigners. It derives its name from a marble cross erected in 1568, to commemorate the arrival in 1538 of Paul III. to bring about a reconciliation between Charles V. and Francis I.

The quarter of the Old Town extends from the Paglione (*Le Paillon*) to the foot of the Castle Hill; on the side of the sea it is bordered by the Boulevard du Midi, a handsome quay

or parade, affording a delightful walk, in the direction of the port, of more than a mile.

Between this quarter and that of the port is the *Castle Hill*, an isolated mass of limestone, rising to a height of 300 ft. It was formerly crowned by a strong castle, taken and razed to the ground by the Duke of Berwick, general of Louis XIV., in 1706. It has now been laid out as a public garden. The view from the summit is most extensive.

The quarter of the port is chiefly inhabited by seafaring persons. The old port is only capable of admitting vessels drawing less than 15 ft., and the entrance is very narrow, but it is being more than doubled in extent.

The chief manufactures are essences, candied fruits, syrups and *marquetterie*.

The principal objects worthy of notice are—

The *Cathedral* or Ch. of S. Reparat, in the Italian style of the 17th cent.

Notre Dame de Nice—Gothic style, in the Avenue de la Gare, built by Mr. Lenormant.

The *Public Library*, in the Rue St. François de Paule, containing about 50,000 volumes; and an excellent *Museum* of the natural history of the district.

[*d. Excursions.*—CIMES, the *Civitas Cemeneliensis* of the Romans, about 3 m. from Nice. On the way are the well-preserved ruins of a small Roman Amphitheatre, called by the peasantry the *Tino delle Fade*, or Bath of the Fairies; it is 210 ft. by 175, and could have contained about 8000 spectators. A short distance farther on the rt. is the Franciscan Convent of Cimes, which is supposed to occupy the site of a temple of Diana at the ancient *Cemenelum*. The ch. contains a picture by Ludovico Brea, the only artist of any eminence whom Nice has produced. In front of the ch. is a square planted with gigantic ilexes, and an interesting Gothic marble cross of the 15th cent.

At St. Pons, about a mile from

amies, by an abrupt stony path, is an extensive convent over the rt. bank of the Paglione, with fine view from the errace. It stands on the site of one where Charlemagne is said to have dwelt on his way to Rome in 777. The place is more celebrated as having witnessed the assembly of the inhabitants of Nice in 1388, when they declared for Amadeus VII. of Savoy.

The FONTAINE DU TEMPLE derives its name from the ch. of St. Marie du Temple, founded by the Templars. The *Vallon Obscur* is a gorge $\frac{1}{2}$ m. in length. Pedestrians may climb on the l. bank beyond the cascade to the top of Mont Geina (fine view), and return by the Aspremont road. The *Fontaine de Mouraille* is also very picturesquely situated, and is 15 min. walk from the ch. at Raï. Another $\frac{1}{2}$ hr. leads to the *Fontaine Sainte*, an intermittent spring; and beyond this is the Villa of the Marquis de Châteauneuf, at *Gairaat*, commanding a fine view of Nice.

To the W. of Nice the scenery is tamer; but charming drives may be taken up some of the valleys running N. from the sea.

CHÂTEAU DE S. ANDRÉ, FALICON AND ITS GROTTTO, MONT CHAUVÉ, MONT GROS, &c.—This excursion may be performed in a carriage by the road running along the rt. bank of the Paglione as far as St. Pons, and thence along the same side of the torrent of S. André by the road to Levens. The Castle of S. André is a very picturesque ruin; the Grotto is at a short distance beneath the Castle, from which a path leads to it. Crossing the torrent, the pedestrian will soon reach the village of Falicon, from which, following the road to Levens, he will arrive, about a mile farther, at the Grotto of Falicon, at the base of Mont Calvo or Mont Chauve, one of the elevated limestone peaks which bound the district of Nice towards the N. The so-called petrified casts made and sold at the spring are curious. They are obtained by placing a model in sulphur under the spring for some months.

From Falicon the ascent of *Mont Chauve* (2800 ft.) may be easily made in $1\frac{1}{2}$ hr. by a stony footpath up the S.W. flank of the mountain. The view from the top is extensive and fine. A carriage may be taken as far as St. Sebastian. The ascent may also be made from the Aspremont road.

The valley of Hepaticas is also a pretty excursion, and may be reached out of the path leading from Falicon to Cimies. The ruins of *Châteauneuf* lie to the rt. of the Levens road, 9 m. from Nice. A guide may be had at *Tourettes (Inn)*, and the ascent made in 2 hrs., fine view. The descent may be made to *Contes (small Inn)*, a town of 2000 Inhab., on a promontory to the N.E., and thence (*omnibus* twice a day, 1 fr., in 2 hrs., 11 m.) back to Nice. *Levens* is 3 hrs. by omnibus from the Pont Vieux at Nice (14 m.), and contains some Roman remains. Beyond is the fine valley of *Vénubie*.

The ascent of *Mont Gros* (1200 ft.) is easy, as a carriage may be taken along the Corniche road to the farm of M. Bonfile, and thence 20 min. to the summit, fine view.

Mont Vinaigrier, to the S. of Mont Gros, is a few feet higher, and is reached from the old Villafraha road. *Mont Pacanaglia* (1889 ft.) is reached by the same route, and lies N. of the *Inn Masséna*, at the Quatre Chemins.

Villefranche (*Ital. VILLA-FRANCA*), *Cape St. Hospice, &c.*—This excursion, the most interesting for beautiful scenery, may be easily performed in a day. To the geologist it is very instructive, as during it all the formations found about Nice may be seen in a limited space. *Rly.* to (3 m.) *Villefranche* stat., 6 trains daily in $\frac{1}{2}$ hr. *Omnibus* 4 times daily from the Boulevard du Pont Neuf, 40 c. *Boat*, with 4 oars (make a bargain), takes about 1 hr. Pedestrians by the old route over the hills will reach Villefranche from the Place Masséna in about 1 hr. The new road to Monaco along the coast is now open as far as Esp. It passes round the head

of the bay along the beautiful Corniche road, which leads to Beaulieu. It is a very pretty drive from Nice, keeping the sea in sight all the way, rounding the point up the hill by Smith's Folly, on Mont Boron, to Villefranche along the road made in 1863; the distance from the Place Garibaldi and the Rue Cassini, where the road commences, being about 3 m. There is a fair little *Inn* (H. de l'Univers) at Villefranche; but we would advise travellers to lunch or dine at old Gianetta's homely Locanda, at the pretty little cove of St. Jean, on the S. side of the peninsula of St. Hospice, where they will find a comfortable meal. A new *Inn* (the Victoria), of greater pretensions, has been lately opened near St. Jean.

The old, and now less frequented, road leaves the Place Garibaldi on the rt., and, after passing a kind of faubourg, reaches the bottom of the hill which separates the Bay of Nice from that of Villefranche. An ascent of 450 ft. through olive-groves leads to the summit of the low neck or pass called the Col de Villefranche. Instead of proceeding immediately to Villefranche, the lover of the picturesque will do well to take a path on the rt., which in a few minutes will bring him to the Fort of Montalban, on the highest point of the range of Montboron, which separates the two bays, and from which, or a little farther S., near some ruined buildings, he will discover the whole coast-line from near S. Remo on the E., by Ventimiglia, Menton, Monaco, to St. Tropez, on the W., passing by Antibes, the islands of Ste. Marguerite, the mouth of the Var and its low delta. The Fort de Montalban commands the Bays of Nice and Genoa, and from its height (950 ft.) a magnificent view of the valley of the Paglione, Nice, and of the rich district between it and the Var, one continuous olive-forest extending to the foot of the last spurs of the Alps. Returning to the Col of Villefranche, a road leads to the pretty town of that name, which from its cleanliness offers a striking contrast with the older parts of Nice,

and with the other towns along the sea-coast. The little town, with houses built pell-mell one above the other, contains nearly 3500 Inhab., and when a French or American squadron is anchored in the roads, some 4000 sailors are added to the population. Villefranche owes its foundation to Charles II. of Anjou, King of Naples and Count of Provence, in the 13th cent. It is near the head of a most lovely bay, about 2 m. long by $1\frac{1}{2}$ broad, offering an anchorage for vessels of the largest size. Before the Government of Piedmont became possessed of Genoa and its maritime territory, Villefranche was the naval arsenal first of the Dukes of Savoy and then of the Kings of Sardinia: it contains a harbour enclosed by a mole, with slips, barracks, storehouses, &c.; but the change of frontier has diminished its importance. Commanding the dock is an extensive fortified castle, and a Lazaretto, now disused. A beautiful road leads from Nice to Beaulieu along the N. side of the bay, on a ledge overhanging the Mediterranean, and parallel to the rly., and passing through woods of orange-trees, olives, carobs, pistachio, &c.: at the distance of about a mile it suddenly emerges on the Bay of St. Jean, and a very agreeable path, which strikes off on the rt. and along the top of the cliff, will carry the tourist to the small village of St. Jean, on the E. side of the peninsula of St. Ospizio, which forms a second tongue of land jutting out in an easterly direction; or a boat may be hired at Villefranche, which will enable him to cross the bay to Passable, from which a stony path across the isthmus leads to the same village; but, although less fatiguing, the route offers nothing of the beauty or interest of the former. St. Jean possesses an *Inn* (Gianetta's), where a fair fish dinner may always be had; and while this is preparing, a walk of $\frac{1}{2}$ hr. will bring the tourist to the S.E. extremity of the peninsula, crowned by a circular fort, remains of the fortifications raised by the Duke of Berwick in 1706, at the foot of which is the chapel of the patron saint, a recluse, who died in the tower where

he was here immured in the 6th cent. It was on this portion, called the little *Fraxinet*, that the Saracens established themselves, and were only expelled in the 10th cent. The great *Fraxinet* was near S. Tropez. The Knights of St. John of Jerusalem, after abandoning Rhodes, had a considerable establishment here prior to the cession to them of Malta.

Instead of returning by the same route, let the tourist take the path S. of St. Jean, leading to the lighthouse, along the E. declivity of Mont Ferrat, and along the W. side of the wild bay des Fosses: a different path will take him from the lighthouse to Passable, where boats will generally be found to carry him across the bay to Villefranche in 10 minutes; or he will find a pleasant path round the head of the bay, amidst olive and caroub-trees. The little bay or cove N. of the landing-place of Passable is by some antiquaries supposed to be the *Olicula Portus* of some ancient Itineraries destroyed in the 9th cent. The extreme S. point is Cap Ferrat, which has been planted with trees and surmounted by a lighthouse. The largest lizards found in Europe are plentiful here. From Beaulieu the part of the shore to the N.E., known as *La Petite Afrique*, and bounded by Cape Roux, may be reached by boat, or on foot, in $\frac{1}{2}$ hr.]

Beyond Nice, and as far as Toulon, the rly. traverses a district of great beauty and interest, the true garden of Provence. Between Nice and Cannes, and 4 m. from the latter is

e. Antibes. (Pop. 6064.)

The ancient *Antipolis*, now a small seaport, situated on the base of a promontory jutting out into the sea, commanding fine views of the Maritime Alps.

The harbour is small but secure, enclosed and sheltered by high loop-holed walls: the fortifications are well preserved, and were erected by Vauban (1691), who also built the strong fort on the N. side of the entrance to the harbour.

f. Cannes. (Pop. 14,000.)

An *English Vice-Consul* resides here. Inns: *Grand H. de Cannes*; *H. Gray et Albion*; *H. Beau Séjour*; *H. Pavillon*; *H. Belle Vue*; *H. Prince de Galles*; *H. Montfleuri*; *H. des Anglais*; *H. de Provence*; *H. Paradis*; *H. de l'Estérel*; *H. Central*; *H. des Anges*; *H. de la Californie*; *H. des Princess*; *H. de la Plage*; *H. St. Charles*; *H. Square Brougham*; *H. de la Terrasse*; *H. de Hollande*.

At most of the hotels are tables-d'hôte at 6 p.m., 4 to 5 fr.

Pensions.—Many of the hotels take "en pension" at from 10 to 12 frs. per day. Amongst the best are the *Maison Allovon*, the *P. Anglaise*, the *P. de la Tour*, a good way W. in the *Quartier de la Bocca*. The *Villa Marie-Thérèse*, on the W. side of the town; the *P. Bel-air*, the *P. d'Angleterre*, and the *P. Anne Thérèse*, *Perrimont* and *d'Orléans* to the E. It would be advisable for strangers to lodge at an hotel on their arrival, and to seek for themselves a suitable hotel or pension when they have determined on the quarter of the town where they will take up their abode.

Villas.—About 400 houses, mostly with gardens attached, can be hired of every size, and in all situations. They are invariably let by the season (from October to May).

Means of Communication.—Steamers to Marseilles every Thursday, *Cie. Fraissinet*.

Harbour.—The port is not safe, and with S.W. winds the swell is very heavy.

Climate.—The climate is more equable than that of Nice or Menton, the air not being so keen as in the more exposed situations at the former, nor so relaxing as at the latter. The W. side of the town, on the Fréjus road is, perhaps, the best for residence. The E. side is the French quarter. The drainage on the low ground is bad. Strangers should keep clear of the shore. For those who suffer from the sea air, producing often nervous irritability and want of sleep, the villas and hotels on the N. side of the town, and towards *le Cannet*, are preferable.

During the visit of the Queen to Menton in 1882, Cannes felt aggrieved that H.M. did not visit it. The fact is that a good deal of typhoid fever prevailed there about that time, which may perhaps have accounted for the omission.

English Churches.—*Christ Ch.*, in West Cannes, Route de Fréjus, a neat Gothic edifice, erected entirely at Mr. Woolfield's expense, who also pays for the warming and lighting. *Trinity Ch.*, in East Cannes, S. of the Rue d'Antibes, near the Grand Hotel and the rly. stat.; Rev. W. Brookes, M.A. *St. Paul's*, Boulevard du Cannet, near the H. de Provence; Rev. W. M. Wollaston, M.A. *Scotch Presb. Ch.*, Route de Fréjus, near the Traverse du Rédan.

Cannes, down to 1834 a poor fishing-village, has rapidly risen to be a flourishing winter station. It owes its prosperity in a great measure to the late Lord Brougham, who, having been prevented crossing the Italian frontier to Nice, by the Sardinian authorities, on account of the cholera in that year, took up his residence here, being attracted by the beauties of the spot, its fine vegetation, and the serenity of its climate. He died here on the 7th May, 1868. His remains lie in the *Cemetery*, where a plain and lofty cross of granite marks his grave. On the 16th April, 1879, the centenary of his birth, great fêtes were held, and a statue of the statesman was unveiled in the presence of 10,000 spectators.

The old town, on the shore, on the margin of a small harbour, and on the E. slope of the hill, is an uninteresting place in all respects, save the lovely views from its summit. The principal street is that which forms the high road from Fréjus to Antibes. From either side of the old town, along the shore, and up the hills in its vicinity, have spread a swarm of houses and villas with gardens. The W. end of Cannes is considered the English quarter: it extends from the Porte to La Bocca, an eminence on the R. de Fréjus, before ascending into the Plaine de Laval. Here is the Villa

Brougham, in an orange-garden on the N. side of the road, recognised by its Doric portico and a baronial coat of arms on the front. The *Château des Tours*, a miniature castle, the residence of the Duke of Vallombrosa; the villas La Rochefoucauld and Victoria; the Beausite, Bellevue, and Pavilion hotels.

The sea-bathing is very agreeable and may be continued till November, but the best months are May and June. As there is little or no tide in this part of the Mediterranean, horse machines are not required, but little wooden huts are erected on the sands to serve as dressing-rooms for the bathers.

On *Mont Chevalier*, round which the old town was built, stands the 17th-cent. *Ch. of Notre Dame d'Espérance*, much revered by sailors, and decorated with their ex-voto offerings. Adjoining it are the ruins of a square *Tower*, erected in A.D. 1070 by the Abbot of Lérins, feudal lord of the coast from Fréjus to Antibes, and which was in later times surrounded by defensive works. The view from the terrace on the E. of the ch. is very fine and extensive.

Flower Culture.—Jonquils, violets, roses, lemon-scented geraniums, cassia, jessamine and other flowers are grown in great quantities for making scents. The *orange* is cultivated chiefly for its blossoms, and the essence from it, called *Néroli*, is employed in the manufacture of Eau de Cologne. The gathering of them commences about the end of April. The dried peel is also used for the manufacture of Eau de Portugal and other perfumes.

Walks and Excursions, in carriages, on foot, or on ponies or donkeys, are numerous, and the scenery is everywhere beautiful. Towards the end of February the wild flowers, which are the glory of this neighbourhood, begin to appear, scenting the air and delighting the eye. The striking feature of these coasts is the luxuriant and semi-tropical nature of the vegetation. Date-palms, aloes, agaves, yuccas, cacti, Japanese medlars, &c., not only grow, but flourish, and the eucalyptus, intro-

enced here in 1859, attains in a very short time a great size. The hills are cut into terraces for the growth of orange-trees, and cornfields, vineyards, and orange-groves are replacing the olive, the cultivation of which has of late years proved unprofitable. The roots of the heath, with which the mountains are covered, are used for the manufacture of briar-wood pipes, from *Bruyère*.

La Croix des Gardes, a rocky height, about 500 ft. above the sea, N.W. of Cannes, a walk of $\frac{1}{2}$ hr., crossing the so-called Roman bridge over the ravine of the Riou, or by the road which passes the H. Bellevue, commands a view extending, in clear weather, to the mountains of Corsica.

About 1 m. farther to the N.W. are the picturesque crags of the *Roc-cabillière*, commanding a magnificent view.

LE CANNET, a village $2\frac{1}{2}$ m. from the centre of the town. The climate here is even milder than at Cannes, the valley being very sheltered. Here, in the *Villa Sardou*, Mlle. Rachel, the tragedian, died 1858. At the foot of the hill is the ruin of the chapel of S. Claude. Passing a mediæval tower, and through the new road, the Place is reached, which commands a beautiful view.

St. Cassien and its chapel, 3 m., an isolated mound covered with trees. There are some fine specimens of cypresses and of the *Pinus pinea*. A little beyond the hermitage the road crosses the *River Siagne* by a suspension-bridge. The river now supplies the town of Cannes with abundance of excellent water, by means of an aqueduct called the *Canal de la Siagne*. It is about 3 m. to the next bridge and the little group of houses called *Le Tremblant*, by a good hard level road, and thence it is almost a continuous gradual ascent to the foot of *Mt. Vinaigrier*. Carriages can be put up at the *Auberge de l'Esterel*, but it is a poor place, and is a scene in M^{me}. Reybaud's novel 'Misé Brun.' A carriage can go for $1\frac{1}{2}$ m. farther to the cross-roads 13 m. from Cannes, and about

two-thirds of a mile along the l.-hand road the path up the mountain begins. The view from the top (2000 ft.) is very fine.

La Napoule, $5\frac{1}{2}$ m. from Cannes, gives its name to the bay. There are some ruins of an ancient castle, restored, but the principal attraction is the beauty of its situation at the foot of the Esterel Mts.

Théoule, farther on, is a most picturesque spot, commanding a fine view of the bay and islands. The road beyond *La Napoule* is not good for carriages, and the place is best reached by sea.

Auribeau, 13 m. by the high road to Fréjus, as far as the glass-works. This village and that of *Pégomas* are beautifully situated near the mountains.

Mougins, 6 m., on the rt. from the Grasse road, on a steep hill. From the summit of the tower of the ch. there is a splendid view, perhaps the finest in the district. The key can be procured from the sacristan.

The *Chapel of Notre Dame de Vie* can be reached either by a road N.W. of Le Cannet, or by following the Canal de la Siagne. The situation is beautiful, and the avenue of ancient cypresses in front of the chapel will repay a visit.

Vallauris, $5\frac{1}{2}$ m. A bridle-road leads to it over the hill N.E., passing the *Chapel of S. Antoine*; or in carriages by the Golfe de Jouan, through a rocky valley on the l. of the Antibes road; or by the new road through the building-ground called Cannes-Eden, a magnificent drive. Since the time of the Romans this has been the seat of a manufactory of pottery, owing to the fineness of the clay in the valley. The works of Messrs. Massier should be visited.

Hence by bridle-road N., 2 m., to the picturesque ruin of the Roman aqueduct at Clausonne (10 m. from Cannes), better known as the *Ponts de Vallauris*, on the high road from Grasse to Antibes.

Strangers should not fail to visit the *Jardin des Hespérides*, with fine orange-

groves, on the Croisette, a narrow promontory dividing the Gulf of la Napoule from that of Juan; and the grounds of the Duke of Vallombrosa, and Duke de la Rochefoucauld-Doudeauville, on the R. de Fréjus, both creations of Mr. Woolfield.

g. Grasse, 18 kil. Branch rly., 4 trains daily in 40 min. Visitors may return by road.

Inns: *H. de la Poste*; *H. Victoria*.

An ancient city of 12,241 Inhab., and the most extensive manufacturing place for perfumery in France. It is chiefly sent to Paris, and is made from the flowers which grow luxuriantly in the neighbourhood, favoured by its peculiarly mild climate. The flower-fields and nursery-gardens near Cannes produce annually 200,000 frs.-worth of flowers of orange, lemon, heliotrope, hyacinth, &c. &c., which are sent to Grasse to supply its distilleries. The operation is interesting, and can be best seen here. The flowers when freshly gathered are placed in layers of grease between flat plates of metal or pottery, and allowed to remain for a certain time, by which all the odoriferous principles are extracted, the flowers becoming perfectly inodorous; the grease is afterwards treated by spirits of wine, which removes the odour without the employment of heat, which would otherwise destroy it. The principal distilleries of perfumery at Grasse are those of MM. Cours and Girard. Messrs. Nègre's manufactory of candied and otherwise preserved fruits will also be worth visiting. The town is a labyrinth of winding alleys connected with narrow steep flights of steps. The arched buttresses thrown from house to house and the arched colonnade in the market-place, give many extremely picturesque street views. Grasse probably owes its position to the depredations of the Moors on the sea-coast, which drove the inhabitants to a commanding position inland, where they were less likely to fall a victim to these marauders. Even here, however, they were not safe, as on one occasion the place was pillaged and half its inhabitants car-

ried off into slavery. The *Hôtel de Ville* has a central tower, of 11th-cent. massive masonry. The 12th-cent. *Cathedral* has a pointed doorway and 2 crypts of modern date beneath cut in the rock. The painter Fragonard was a native of Grasse: there are several good examples of his works here, painted by order of Madame Du Barry for her château at Luciennes. As the revolution broke out before their delivery, they never reached their destination, and they still remain in the house where they were painted. In the 17th-cent. chapel of the Hospital are three paintings attributed to Rubens—the Exaltation of the Cross, the Crucifixion, and the Crowning with Thorns. The views of the Alps from the *Public Walk of the Cours* are very striking; so is the short cut from the rly. station.

[From Grasse an excursion may be made in a day, by carriage to Vence, the ancient *Vocontium*, where are many ancient Roman remains, and a cathedral built in the 13th cent. on older foundations. It has five naves, and the choir is in a gallery at the W. end. There is also a curious but neglected *Cabary*, in which the *Stations of the Cross* along a steep rocky path are roughly hewn out of wood and gaudily painted. Or this place may be visited from its own rly. station *Cagnes*, halfway between Nice and Antibes.]

Iles de Lérins.—This boating excursion is among the most popular and usual of all from Cannes. (Boats to go and return 12 frs.; small steamer twice a day.) The distance from the lighthouse to the Ile St. Honorat is about 4 m.

h. The Ile Ste. Marguerite, one of the group of 2 isles called Lérins, is covered with a pine-wood. The fort, once a state prison, was built about the year 1633, and the dungeon in which the Man in the *Iron Mask* (? Count Matlioli, Minister of the Duke of Mantua) was confined (1687 to 1698) is still shown; its walls are 12 ft. thick, and its solitary window is guarded by treble ranges of iron bars. The only approach to it was through the gover-

nor's dwelling. Marshal Bazaine, whose sentence of death by the council of war at Versailles was commuted into 20 years' detention in a fortified place, was imprisoned here 26th December, 1873, but made his escape in the night of the 9th August, 1874. The *Ile St. Honorat* is interesting to the antiquary as possessing the remains of a 12th-cent. monastery, originally founded by St. Honorat in the 5th cent., and at one time the most important in Christendom. It was fortified to protect the monks from the attacks of the Moorish or other pirates, and there are remains of a donjon-tower, surrounded by a loop-holed wall, and a chapel.

The *ch.* of the 11th cent., with parts as old as the 7th cent., was rebuilt in 1876. Over the E. door is an early Christian bas-relief in white marble. There are remains of 5 of the 7 chapels which formerly existed in different parts of the island. Suppressed during the first Revolution, the Abbey of Lérins, and the island, became the property of Mlle. de Sainval, a celebrated actress. The modern building is now occupied by a religious order engaged in the education of boys.

A fine and settled day should be selected for this excursion, as the trip is disagreeable in squally weather. Those who are curious in provincial gastronomy should try the "*bouillabaisse*" of Provence, which can be skilfully prepared on the *Ile St. Marguerite* by the boatmen, if ordered beforehand.

i. About 22 kilometres W. of Cannes is *Fréjus*, which occupies part of the ancient *Forum Julii*. It was an important harbour at one time, and Augustus posted 300 galleys there which he had captured at Actium. Now the port is sanded up and the town is a mile from the shore. Its Roman remains have considerable interest, especially an amphitheatre and an aqueduct, which may be traced all the way to its origin, the *Barrage* of the *Siagne*. About 3 m. off on the coast is *St. Raphael*, a new winter station.

The last of the winter resorts on the *Riviere*, is

k. *Hyères* (Var.). (Pop. 10,870.)

Inns: *Hôtel des Iles d'Or*, on the *Boulevard National*; *H. des Ambassadeurs*, *Route Nationale*; *H. des Iles d'Hyères*, *Place de la Rade*; *H. et Pension des Hespérides*, at the entrance to the town; *H. d'Orient*, near the *Place de la Rade*; *H. de l'Ermilage*, about $1\frac{1}{2}$ m. from town.

English Church, in the *Boulevard des Palmiers*. Chaplain, the Rev. — Karney.

This town is built on the S. slope of a hill crowned by a ruined fortress. It is sheltered from winds, except the *mistral*, by the chain of *Les Maures*, so that it enjoys a very mild temperature. It faces the *Mediterranean*, but is separated from it by an intervening space 3 m. broad, over which it enjoys a view of the sea.

The mildness and dryness of the air cause it to be much frequented by invalids in winter. Every year it is becoming a more favourite resort. New promenades and boulevards are being laid out, splendid hotels constructed, and villas built round the town. Along the sea-coast, and near the railway station, a fine casino has been built in the centre of the new town, facing the sea.

The *Iles d'Hyères* (or *Iles d'Or*) consist of a wooded group of 3 principal islands, lying about 9 m. from *Hyères* and 2 m. from the extremity of the peninsula of *Giens*. They may be reached by steamer from *Toulon*, or *Marseilles*, or boat from *Hyères*.

Porquerolles is 5 m. long, with a tolerable little hotel restaurant and a fine sandy beach. It has a military hospital, and the lighthouse commands a fine view. The island is almost entirely covered with woods of pine and oak.

Porteros (*Port Creux*) is the wildest of the three islands, inhabited by not more than 25 persons.

Bagaud has fortifications on it.

Levant, or *Titan*, is the largest and

most beautiful; it formerly contained a penitentiary for boys. It is now converted into a horticultural garden.

Hyères is off the regular line of rail; it is connected by a short branch with

1. Toulon.* (Pop. 77,126.)

Inns: *Grand Hotel*, close to the station; *H. Victoria*, Boulevard de Strasbourg; *H. du Louvre*, R. Corneille; *H. du Nord*, Place Puget; *H. de la Place d'Armes*; *H. de l'Ermitage*; *H. des Ambassadeurs*.

British Vice-Consul: L. J. B. Jouve.

English Chaplain: R. R. Karney.

Assistant Chaplain: Rev. A. F. Dyce.

No Steam Communication with other ports.

French Coal, in blocks, always procurable, English not always to be had. The former costs 30 to 35 fr., the latter 40 to 45 fr. per ton.

Toulon is reached in 29 hrs. from London.

Excursions in the neighbourhood are much facilitated by the numerous omnibuses and local steamers which ply in every direction.

Toulon is the great Mediterranean arsenal of France, and, as a naval port, second only to Brest. It is a strongly fortified town, situated at the bottom of a deep double bay, which forms the roads. Behind it runs an amphitheatre of hills, rising on the N. into the heights of Mt. Faron stretching round the bay, sheltering it entirely except from the S. and E.

The climate is dry and bracing, though exposed to the mistral. On the sheltered slopes of Mt. Faron and La Malgue, the temperature is extremely mild, the thermometer rarely descending below the freezing-point.

Claret, Ste. Anne, La Valette, and the sea-coast, are very sheltered and healthy, and provided with good water.

The Port is divided into the old and new, separated from the roadstead by moles, hollow and bomb-proof, begun in the reign of Henry IV., formed externally into batteries on a level with

the water's edge. The *Port du Commerce*, or *Darse Vieille*, on the E., is appropriated, as its name implies, to merchant-vessels. The *Darse Neuve* on the W. is surrounded by the dockyard buildings, the arsenal, store-houses for provisions, cannon foundry, &c.

Toulon has been greatly extended since 1860, to the N., towards the rly., round which a new and elegant quarter has sprung up. The old town, between this and the sea, consists of a series of narrow streets, descending towards the wide quay, the busiest portion of the town.

The *Hôtel de Ville* on the *Darse Vieille*, facing the sea, is ornamented with 2 colossal terraces by Le Puget, supporting a balcony.

In the *Chambre des Prud'hommes*, 42 R. du Gars, are some fine pictures by Victor Cordoreau.

The Cathedral, originally Romanesque of the 11th cent., was restored in the Transition style of the 12th, and successively enlarged and renovated up to the 18th cent.

In the *Public Garden*, where a military band plays twice a week, is a good statue brought from the tomb of the Marquis de Valbelle of Tourves, and on the W. of the garden is an ancient porch removed from *Six Fours*.

The *Military Port*, or *Darse Neuve*, covers a space of 240 acres, more than twice the area of that at Portsmouth. In it are a number of hulks in which a reserve of several thousand sailors are housed.

The basins, or floating docks, have an area of more than 80 acres, deep enough to receive the largest vessels, fully equipped. In the *Bagne* here there used to be about 4000 convicts, but these were all removed in 1874 to New Caledonia. The dockyard has been greatly extended towards the W. and occupies the whole of the N. side of the bay, forming the Arsenal of Castigneau.

Strangers are not allowed to visit the Arsenal Maritime.

The dockyard and fleet of Toulon were destroyed by a British force under Sir Sydney Smith, detached

* Murray's Handbook for France, Part II.

from the fleet of Lord Hood, in November 1793, previous to the evacuation of the town by the British. It was a work of danger, as the Republicans had already gained possession of the surrounding forts, and were pouring in a merciless hail of shot and shell. 27 vessels in the harbour were burnt, 15 ships taken away, but the great magazine and several vessels on the stocks escaped.

The English had gained possession of Toulon, not by force of arms, but by convention with the Royalist portion of its inhabitants on condition of their being protected from the Republicans. But the means at the disposal of Hood were totally inadequate to effect this, and the land force, 5000 men, was far too few to garrison so vast an extent of works, and little good was done by our 8000 Neapolitan and Spanish allies. The pass of Ollioules, commanding the only approach to Toulon from the W., had been left unguarded, and the Republican forces, 50,000 strong, reeking from the massacres of Lyons and Marseilles, marching through it invested the town, and breathing vengeance against its inhabitants for their defection. When after 3 months the harbour was no longer tenable, nearly 15,000 of the inhabitants were embarked on board the British ships, by the light of the burning ships and dockyards, amidst the cries and groans of the multitude that were left behind, of whom more than 6000 were sacrificed to the vengeance of the agents of the Committee of Public Safety. The horrors of the fusillade and the butcheries of the guillotine were executed with the blindest rage, which did not wait to distinguish those who had opposed from those who had favoured the English. The French General Dugommier and Lieutenant Bonaparte were powerless to stop the carnage. They even began to raze the town, and they decreed that its name should be abolished, and that in future it should only be known as *Port de la Montagne*.

The Roadstead is the most picturesque and interesting feature about [Mediterranean.]

Toulon, and the views from the neighbouring heights are very pleasing.

The inner road (*Petite Rade*) which Toulon faces, covers nearly 3 sq. m., and has been dredged to a uniform depth of 33 ft. It is divided from the outer road (*Grande Rade*) by two capes or headlands and is completely sheltered. The headland on the E. is defended at its extremity by the *Batterie du Salut*, which overlooks the old fort called *Grosse Tour*, and is backed by the square *Tour du Mourillon*, built in 1848, a conspicuous object from all points. At the base of this headland and S.E. of the town stands the strong *Fort la Malgue*, commanding a fine view, and very heavily armed. Opposite, on the W. side of the bay, stretches out a two-horned hilly promontory, the N. point of which is occupied by the port of *l'Eguillette*, and the S. point by that of *Ballaguiet*, while the commanding heights, *de Caire*, above them, are crowned by the *Fort Napoléon*, which replaces the fieldworks of 1793, called *le Petit Gibraltar*. *l'Eguillette* was regarded as the key of the British position in 1793, but it was occupied by a garrison of which only a small portion was English, the rest were Spaniards and Neapolitans. After keeping possession of it for between 3 and 4 months, it was taken by the French, who cut to pieces the British detachment of 300 men. The planner of the attack was a young officer of artillery, named BONAPARTE, who then for the first time had an opportunity of displaying his military genius.

The outer roadstead (*Grande Rade*) is formed by a hilly peninsula stretching from W. to E., terminating in Cap Sepet and corresponding with Cap Brun on the N. side of the bay. It is open to the sea from the E., but is sheltered from the S.W. wind by the above-mentioned peninsula, on which stands the *Military Hospital* at *St. Mandrier*, a splendid building with 2000 beds, like all similar French establishments, admirable managed. Its chief attraction, however, is the beauty of the spot and *Jardin d'Acclimatation* attached to it.

Few people visit Toulon as a winter residence; it is too military, and the climate is not to be compared to the stations farther E.

m. **Marseilles.*** (Pop. 318,000.)

English Consul: Edw. W. Mark, Esq.

Inns: *Grand H. de Marseille; Grand H. de Noailles; Grand H. du Louvre et de la Paix; H. des Colonies; H. Beauvau; H. de l'Univers; H. de Petit Louvre.*

English Church. No. 100 Rue Sylvabelle.

Consular Chaplain: Rev. — Huntington.

Sailors' Home: Rue Mazene.

Means of Communication.

Frequent *steamers* leave Marseilles for every part of the Mediterranean. Consult the published bills of the several companies in the *Livret Chaitz* for the month.

The following are the departures of the new mail line (*Cie. Transatlantique*), between Marseilles and Algeria.

For *Algiers* direct, Tuesday and Saturday, 5 P.M.

For *Oran* direct, Wednesday, 5 P.M.

There is another steamer leaving at the same time which touches at Carthage *en route*.

To *Philippeville*, Monday and Thursday, 5 P.M.

To *Bone*, touch at Ajaccio, Tuesday, 5 P.M.

To *Tunis*, touching at Bone and La Calle, Friday, 5 P.M.

Railways to every part of France, see also *Livret Chaitz*. Trains now run direct to Calais, passing through Paris by the Circular rly. Coal abundant; cost, about 33 frs. per ton.

The foundation of *Massilia* is attributed to a colony of Phœceans, who left Asia Minor rather than submit to Cyrus; the settlement increased and prospered, and became an ally of Rome. Siding with Pompey in the war between him and Cæsar, Massilia was besieged and taken by the latter. Its importance continued during the

Middle Ages, when it formed a sort independent state till taken by Charles d'Anjou, Comte de Provence. Marseilles held out against Henri IV. long after Paris had submitted, but turbulent spirit of independence not subdued in the time of Louis XIV. as that monarch entered by a breach its walls.

In 1720 it was smitten by a fatal visitation of plague, which carried between 40,000 and 50,000 persons half the population. The good Belzunce particularly distinguished himself by the intrepidity with which, aided by pious nuns, constantly ministered to the spiritual and corporal wants of his plague-stricken flock. His devotion has been commemorated by Pope:—

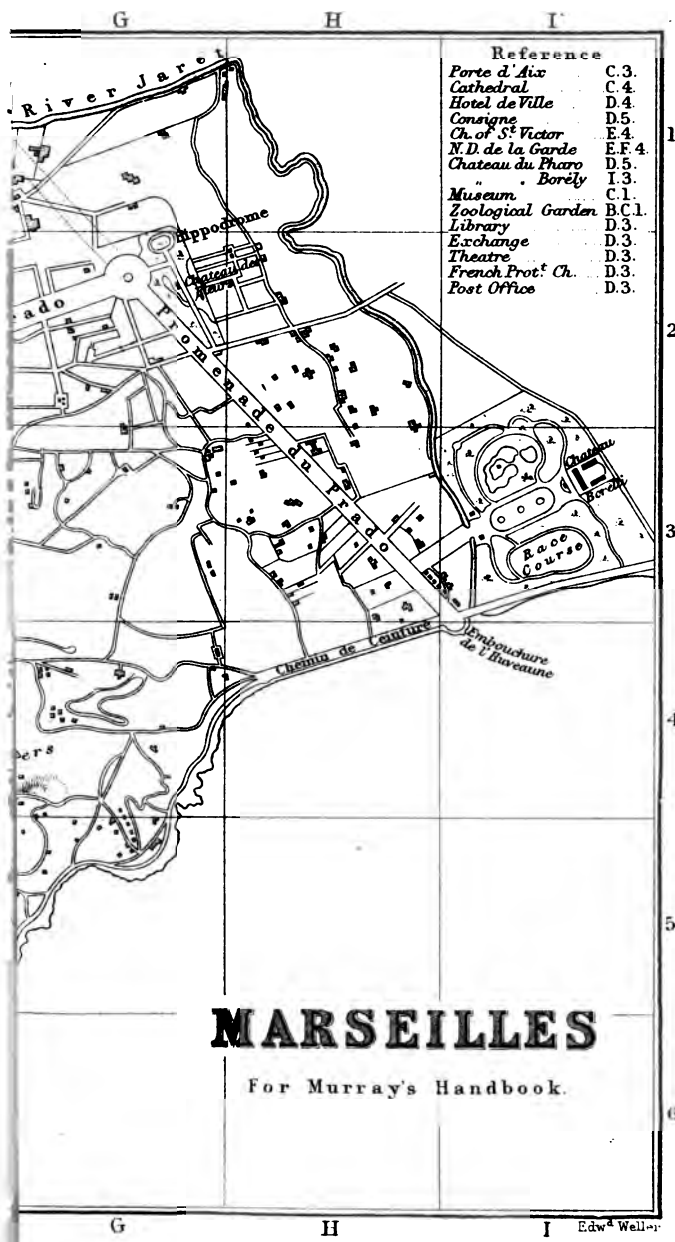
"Why drew Marseilles' good bishop
breath,
When Nature sickened and each gave
death?"

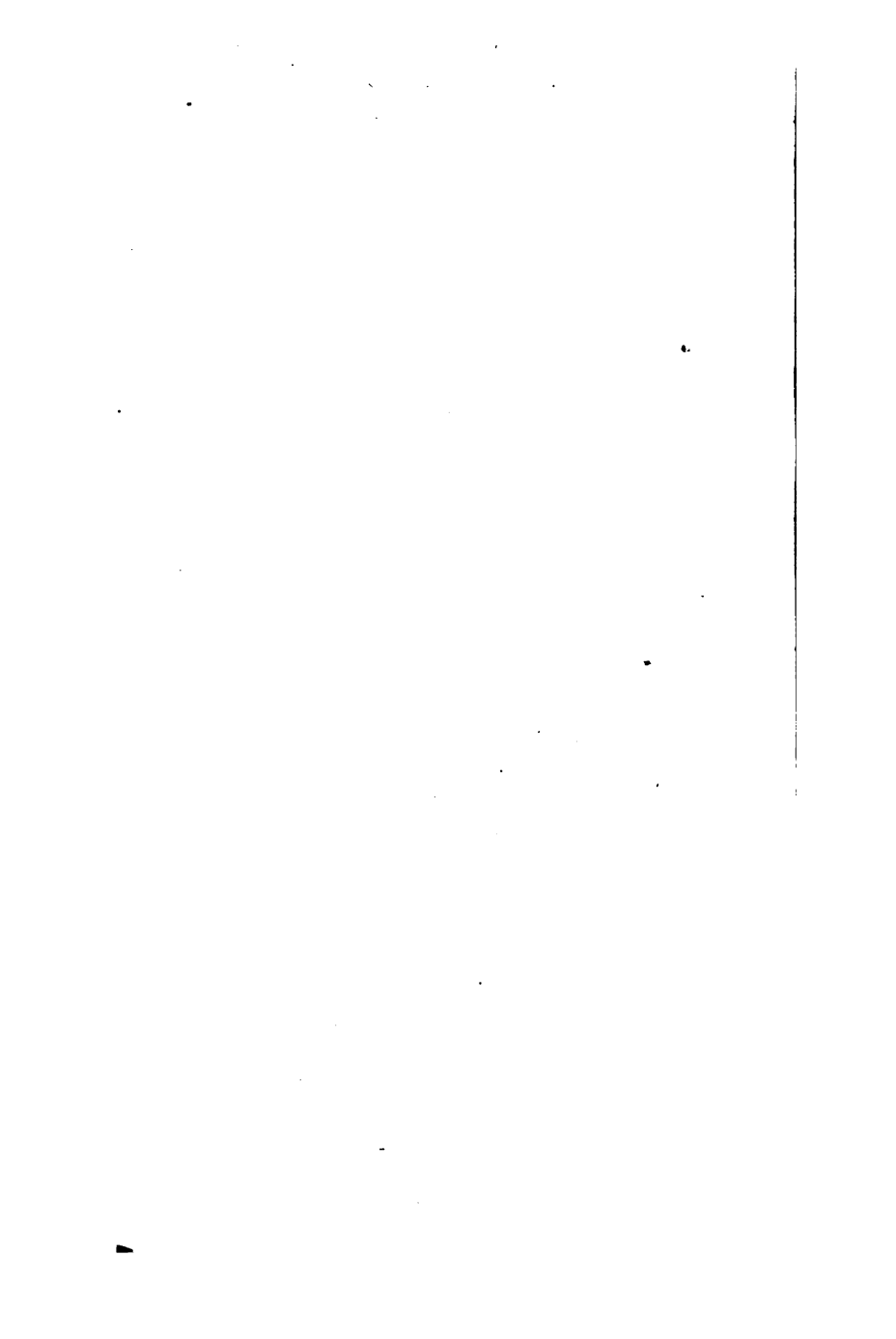
A statue to his memory has been set up in the Cours Belzunce. Many other people of rank and eminence voluntarily exposed their lives to the living and to bury the dead. The disease commenced in spring and not finally disappear till November.

At the revolution Marseilles furnished a large contingent of the worst of assassins who perpetrated the greater portion of the September massacres in Paris: here wholesale murders were committed; 400 persons were killed and their property confiscated. After the death of Robespierre, the assassinations took place, and of those who had been instruments in the revolutionary massacres, murdered in Fort St. Jean, by an irritated mob. Marseilles has also been a hotbed of political agitation; the democrats and revolutionaries of former days are supposed now to have settled down into good Republicans.

It is the capital of the department of the Bouches-du-Rhône, the great commercial emporium and the most important seaport in France. It has been much improved since 1853 by the creation of new streets, quays, harbours, and public edifices; in

* Murray's Handbook for France, Part II.





these improvements have been carried out greatly in excess of the actual requirements of the city, and the melancholy spectacle presents itself of some of the finest streets almost tenantless and unfinished.

The climate is delightful for a portion of the year, but in summer the heat is very great, and the terrible *mistral*, a cutting, dry, N.W. wind, is always disagreeable, and even dangerous for delicate constitutions.

Plan for seeing Marseilles.—For persons pressed for time the following itinerary may be useful. Take a carriage at the Bourse, drive to the new *Docks*, walk along the *Breakwater*, enjoying the view over the sea; then drive behind the *Fort St. Jean* to the old harbour, and along the *Quai de Rive Neuve* on its S. side, to the *Château du Pharo* and *Bains Catalans*, continuing along the shore by the *Chemin de Ceinture* to where it joins the *Promenade du Prado*, which follow to the *Place de Castellane* by the *Rue de Rome*, passing the *New Prefecture* and *Rue St. Ferriol* to the *Rue de Noailles* and *Cannebière*.

From the *Porte d'Aix*, a *Triumphal Arch* (not far from the *Rly. terminus*), erected to commemorate the French campaign in Spain of 1823, a broad avenue traverses the city, leading to the *Prado* under various names—*Rue d'Aix*, *Grand Cours* and *Place de Rome*, and *Rue Grand Chemin de Rome*. Near the centre of it another wide thoroughfare, consisting of the *Rues de la Cannebière* (*Kdvvaßis, flax*) and *de Noailles*, crossing it at right angles, runs down to the *Port or Harbour*, an oblong basin 1000 yds. long by 330 broad, extending into the heart of the town, occupying an area of nearly 70 acres, about equal to two of the docks at *Liverpool*. The depth of water varies from 18 ft. at its mouth to 24, and it is capable of holding 1000 or 1200 merchant-vessels. This was for ages the focus of that extensive commerce which renders *Marseilles* the first seaport in the *Mediterranean*.

In recent times the connection of France with *Algiers* has given a great impetus to the prosperity of *Marseilles*, as it engrosses nearly the whole trade with the *African colony*. It has risen also to considerable importance since 1830 as a steam-packet station.

The *New Harbour* consists of a series of *Docks* or *Bassins* parallel to the shore, from which they are separated by a long mole, and divided into 4 docks by cross piers that allow of the passage of vessels from one into the other, whilst at each extremity is an outer harbour, or *Avant port*, communicating in all its width with the sea. This series of basins occupies a length of upwards of a mile, with a water width of 450 yards. The *grande Jetée* is 3070 metres in length. The first dock, or *Bassin de la Joliette*, the most southern, is the great rendezvous of steamers to all parts of the *Mediterranean*. It communicates with the sea by an *Avant port*, and with the old harbour by a narrow basin or canal, the *Bassin de Radoub*, running behind the *Fort St. Jean*, which it has converted into an island. Beyond the *Bassin de la Joliette* is a smaller dock, the *Bassin de l'Entrepôt*, and the sea-side stat. of the *rly. (Gare Maritime)*. Farther N. is the *Bassin du Nord*, and a larger dock still, the *Bassin National*, to the N. of this. This new system of dock accommodation covers a space of 394,000 square metres, whilst there are 290,000 in the old harbour, making a total of 170 Eng. acres. The quays in the new docks measure 3100 yds. On one side of *La Joliette* are houses, chiefly occupied by merchants' offices; and alongside the *Bassins de l'Entrepôt* and *du Nord*, but separated by the road, are the bonded warehouses, a magnificent pile of buildings 400 yds. long, and of 6 stories, exclusive of the vaults beneath. They were erected by a company at an outlay of a million sterling, and are the finest of the kind in Europe. In the rear is the goods stat. of the *rly.*, separated by a wide street from the new quarter of the *Joliette* or *Arène*, pierced in all its

length by a wide *cours* or boulevard extending to the *Porte d'Aix*.

On the Quai, near the Bassin de la Joliette, stands the vast new *Cathedral* designed by the late M. Vaudoyer. It is in the Byzantine style, in the form of a Latin cross, surmounted by several domes, and built in courses of white and gray stone. The interior decorations are not yet complete.

From the margin of the *Old Harbour*, lined with quays, the ground rises on all sides, covered with houses, forming an amphitheatre, terminating only with the encircling chain of hills. From this disposition of the ground the port is the sewer of the city, so that in hot weather the stench is very unpleasant.

The direction of the old harbour is from E. to W. On its N. side, and within the angle formed by the Rue Cannebière and the Cours, lies the old town of narrow streets, scarce worth entering. Modern improvement, however, has driven a wide avenue—the Rue de la République, and streets branching from it—through the midst of this labyrinth.

One of these avenues opens on the *Quai du Port*, at the back of the *Hôtel de Ville*, a heavy building, and overloaded with tasteless ornaments, erroneously attributed to *Le Puget*, his beautiful design having been rejected. Farther on, near the harbour's mouth, is the *Consigne*, or health office, where everything relating to quarantine is transacted, and whence the permission for vessels to enter the harbour is issued. To this office the captains of vessels come to give an account of themselves, and to show their bills of health. The council-room contains a few paintings, the most worthy of notice being the *Plague at Marseilles*, by *Gérard*, in which Bishop Belsunce is introduced; and another, by *Guerin*, of the self-devotion of the Chevalier Rose in burying the dead, when even the galley-slaves had refused to do so; *St. Roch* healing the Sick, by *David*; a bas-relief, by *Le Puget*, of the *Plague at Milan*; the *Cholera at Marseilles*;

and the *Yellow Fever at Barcelona*, 1822, by *Horace Vernet*.

The mouth of the old port is narrow, 105 yds. across, and was once closed by a chain. This having been forced by D. Alfonso V. of Aragon, IV. of Cataluña, and L. of Naples in 1423, was carried off and hung up as a trophy in the cathedral of Valencia (q. v.). It is defended by two forts: on the N. by the old castle and tower of St. Jean, built in the 14th cent., in which Philippe Egalité was imprisoned with his youngest son, and whence after a time they escaped; on the S. the *Fort St. Nicolas*, much strengthened and extended since 1860. It was founded by Louis XIV., who, after capturing the disobedient city, and entering it by a breach in the walls, observed that "he also would have a Bastide at Marseilles," and forthwith laid the foundation of this fort, of which the first stone bore the inscription—"Ne fidelis Massilia, aliquorum motibus concitata vel audaciorum petulantia, vel unica libertatis cupiditate tandem ruerit, Ludovic. XIV. optima-tum populi securitate hæc arce prodivit." Close inside Fort St. Nicolas a graving-dock for repairing vessels, *Bassin de Carénage*, has been formed on the site of an ancient cemetery by costly excavations in the rock.

On the S. side of the Old Harbour is *St. Victor*, the most ancient ch. of Marseilles; its crypts and substructions are of the 11th cent. The upper part dates from 1200, except the two battlemented towers, which give it the air of a castle. These were erected in 1350, by Pope Urban V., who had been abbot of the adjoining monastery, and is supposed to have been buried here. The early Christian sarcophagi from the crypt are now in the *Château Borely*. There is a tradition that an older building originally stood on this site, in which Lazarus slept when he passed here after having been driven from Palestine. *St. Victor* was one of the most celebrated Benedictine abbeys in Christendom, and possessed a host of other religious houses dependent on it.

Above *St. Victor*, to the S. of the

town and harbour, rises the bare rocky hill of *NOTRE DAME DE LA GARDE*, so called from the curious *Chapel*, now enlarged into a capacious Romanesque *Ch.*, situated within a small fort on its summit. It is surmounted by a colossal statue of the Virgin in bronze, and another carved in olive-wood, of great antiquity, is enclosed within the *ch.* It is held in the highest veneration throughout the Mediterranean by the sailors and fishermen and their wives, and the walls and roof are hung with ex-votos, paintings of shipwrecks, storms, steamboat explosions, escapes from British vessels of war, representations of surgical operations, sick-beds, roadside accidents, &c. The cholera panic produced numerous offerings; among them a silver tunny-fish, presented by the Marseilles fish-wives. Many ostrich-eggs and models of ships are suspended from the roof, and one corner is filled with cast-off crutches, the gifts of grateful cripples, and with ropes' ends by which men have been saved from drowning. The silver statue of the Virgin, 4 ft. high, over the altar, is modern.

The view from the top of the hill of Notre Dame is perhaps the best that can be had of Marseilles itself, spread over a gradually sloping basin, a city remarkably deficient in spires, towers, or domes. It is surrounded by hills, which are covered with vineyards and olive-gardens, and speckled with white country-houses, called *Bastides*, to the number of 5000 or 6000, belonging to the citizens. It is an arid prospect of dazzling white, interspersed by dark streaks of dusky green. From this the eye is delighted to turn and repose upon the deep blue of the Mediterranean, the graceful curves of the coast of the Gulf of Lyons, and the little group of islands. The nearest and smallest, the *ILE D'IF*, is crowned by a *Castle*, once a state prison, in which Mirabeau was shut up, and in which one of the most exciting scenes in Dumas's novel of '*Monte Cristo*,' the escape of the hero, is laid. Farther off are *Pomègue* and *Ratoneau*, connected by a breakwater to form the *Porte de Fréoul*, the quarantine sta-

tion, where is one of the best *Lazarets* in Europe. Here probably was the *Fretum Julium*, where Cæsar's fleet of galleys under D. Brutus was stationed during the siege of Marseilles.

Along the lower slope of the same hill, within the town, stretches a wide promenade planted with trees, called *Cours Pierre Puget*, better known by its old name of *Boulevard Bonaparte*. Those who have not time or patience for the long and somewhat fatiguing ascent to N. D. de la Garde, may content themselves with the fine views from the *Jardin* at the W. end of the *cours* above named. Lower down, at the water-side, stand numerous soap-manufactories, and the *Custom-house*, with its piles of warehouses, isolated by a canal out round it from the old harbour.

On the headland W. of Fort St. Nicolas, commanding the S. entrance to the port, a marine villa, now called *Château du Pharo*, was built for the late Emperor Napoleon III.

A splendid Corniche road (*Chemin de Ceinture*), commanding fine sea-views, runs from the back of this villa along the shore, past the *Anse des Catalans*, at the base of the hill de la Garde, and round great part of the city until it joins the *Prado*, a handsome and very agreeable public walk and drive, a prolongation of the Rue de Rome.

The *Museum of Antiquities* (open to the public, Thursdays and Sundays, 1 to 4, to strangers at any time) is placed in the *Château Borély*, which stands in a handsome park at the S. extremity of the *Prado*. It contains the few relics of antiquity which remain of ancient *Massilia*.

The *Palais de Longchamp* is certainly the finest building in Marseilles. It was designed by M. Henri Espérandieu, an architect of great merit, who died in 1877. The palace was completed in 1870, at a cost of more than 4 million frs. It consists of two buildings connected by an open colonnade and monumental "*Château d'Eau*," from which the water from the *Canal of the Durance* flows in a magnificent cascade.

This is gradually altering the aspect of the country around the town, and covering it with verdure and pleasant gardens. The building to the l. of the Château d'Eau contains the

Picture Gallery (open daily 10 to 4, except Mondays and Fridays), not first-rate. Of the 150 pictures the following are the most worthy of notice:—St. John, in the Isle of Patmos; a copy after *Raphael*, ascribed to *Andrea del Sarto*. The Virgin and Infant Saviour with St. Anne, and below the 8 Maries, with St. Joseph, St. Cleophas, St. Simeon, &c., by *Perugino*; a very pleasing picture. *Rubens* (perhaps *Jordaens*): a boar-hunt. A Prince of Orange with his family, attributed to *Rubens*. Lord Strafford, a copy from *Vandyck*. One or two small paintings by *Puget* merit notice; he was a native of Marseilles, and architect and sculptor, as well as painter. There are several modern works; one of the landing of Queen Victoria at Cherbourg in 1860.

The rt. wing contains the *Museum of Natural History*, of which the most remarkable portions are the collections of shells and birds of Provence.

To the E. of these buildings lies the

Zoological Garden (*Jardin Zoologique*), a popular place of recreation, very handsomely laid out, and commanding fine views. Here ends the branch of the Canal de Roquefavour, destined for domestic uses, in a basin from which its waters are distributed over the city.

The *Public Library* occupies a new building on the Boulevard du Musée, (open every week-day from 9 to 12, and 2 to 4). It contains upwards of 80,000 vols. and 1800 MSS., amongst which is a richly illuminated one of the *Speculum Humanae Salvationis*. Attached to the library is a collection of coins and medals.

The *Exchange* (*Bourse*), a handsome building with a Corinthian portico, near the Vieux Port, and at the

extremity of La. Cannebière, was erected 1858–60.

In front of the building, on the Place, is a statue of *Puget* the sculptor, inscribed with his not very modest speech to the Minister Louvois: "Le marbre tremble sous mes mains." A fountain surmounted by a bust of Homer, in the Rue d'Aubagne, bears this inscription: "Les Phocéens reconnaissants à Homère, 1803."!!

n. Cette. (Pop. 35,000.)

Inns: *H. Barillon*; *H. Grand Gaillon*; *Grand Hotel*.

A *British Vice-Consul* resides here.

Means of Communication.—Frequent steamers to Marseilles, chiefly for merchandise. Some of the Algerian lines touch here. Steamers to Barcelona and other ports of Spain three or four times a week.

Coal obtainable, 29 to 33 fr. per ton.

A *Canal* passes through the series of lagoons between Cette and Aigues Mortes, fenced in by dykes of stone or mud, and thence to Beucaire. The Canal du Midi opens also into the Etang de Thau, and thus Cette has a water communication both with the Rhône and the Garonne.

Railway communication with every part of France and Spain.

Cette is the termination of the Paris, Lyons and Mediterranean network of railways; that of the Chemin de Fer de Midi commences.

A flourishing town and seaport, situated on a tongue of land running between the sea and the salt lake called Etang de Thau: it stands at the foot of an eminence 200 metres high, surmounted by a fort. Its harbour is protected by 2 Piers, 1600 and 1900 ft. long, defended by forts. 4000l. per annum are spent in preventing the silting up of the mouth. The town was founded by Louis XIV.; and the works of the harbour, its 2 long piers, &c., were executed by Riquet, the engineer of the Canal du Midi. Upwards of 6880 vessels, aggregating more than 1,880,000 tons of burden

annually, frequent the port. Notwithstanding the almost total destruction of the vines in this district by the *Phylloxera*, there is an extensive manufacture of the wines of all countries, for which medals have been awarded at several exhibitions—port, sherry, claret, champagne, for the English and other markets, produced from dry raisins and by the mixture of various kinds of French and Spanish wines, brandy, &c. The salt-works on the lagoon are numerous. In 1710 a descent was made here from the fleet of Commodore Norris by a small British force designed to cause a diversion on the side of Spain, and effect a junction with the insurgents of the Cevennes. They took possession of Cette, but after holding it for a few days were driven back to their ships with loss.

The sea-bathing establishment occupies a good position and is much frequented, and 3 m. N. are the *Bains de Balaruc*, well known for mineral waters and baths. From the *Montagne de Cette*, $\frac{1}{2}$ hr. distant from Cette, there is a good view.

[*Excursion.*—The ruined *Ch. of Maguelonne*, on an island between the sea and the lagoons, beyond the Canal du Grave, will interest the antiquary, but he will require a guide to it across the heath and marsh, though the distance is only 6 m. from Montpellier, and 2 m. S.E. of Villeneuve Stat. It appears more like a castle than a ch., little ornament being expended on its exterior. Its W. doorway is curious, consisting of a pointed arch of coloured marble, resting on a sculptured frieze, with the date 1178; it has a bas-relief of the Saviour in the tympanum, and

a triangular bas-relief on either side of the door, representing St. Peter with the Keys, and St. Paul with the Sword. The body of the ch., a nave ending in an apse, contains some ancient tombs of bishops. The building dates from 1110 to 1180. It is the sole relic of a populous town, of which all the buildings were destroyed in 1633, by order of Louis XIII.]

o. Close to the Spanish frontier is Port Vendres (the ancient *Portus Veneris*). The entrance is about $1\frac{1}{2}$ m. to the N.W. of Cape Béarn; it is small, but perfectly land-locked, and has from 18 to 25 ft. of water alongside the quays:

A service of mail steamers of the *Cie. Transatlantique* runs to Algeria. The hour of departure is 10 P.M. One Thursday a steamer starts for Algiers direct, reaching its destination on Saturday at 8.15 A.M., and returning at noon on Sunday. On the alternate Thursdays it touches at Barcelona on Friday, 6 A.M., reaching Algiers on Saturday, 10 A.M., and returning the same way on Sunday, 3 P.M.

A third steamer leaves for Oran direct on Sunday, reaching Tuesday, 1 P.M.; it returns on Wednesday at 2 P.M.

A fourth goes to Oran, also on Sunday, touching at Barcelona, Monday, 6 A.M.; Valencia, Tuesday, 2 A.M.; and arrives Wednesday, 5 A.M.; returning from Oran, Thursday, 10 A.M.

The actual boundary between France and Spain is at *Cerbère*, where passengers by rail change trains, the French and Spanish lines not having the same gauge.

SECTION XII.

SPAIN AND GIBRALTAR.

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SPAIN.

Before continuing our itinerary along the coast of Spain, we shall proceed to describe the Balearic Islands.

106. THE BALEARIC ISLANDS.*

It is a subject of constant regret to the passengers from Marseilles to Algiers, when passing through this little group of islands, that the mail steamers are not allowed to touch here *en route*. They are only accessible from the coast of Spain, and conse-

quently are not much visited by the ordinary tourist.

Yet few places in the Mediterranean are better worthy of a visit; the scenery is most picturesque, the ground is cultivated with the care usually bestowed on a market garden; the palaces of the ancient nobility contain many objects of art of priceless value, and the mediæval and modern history of the islands is replete with interest, especially to an Englishman.

They lie at pretty nearly equal distances between the coasts of Spain and Africa, 85 m. S.E. of the former; the principal islands are Majorca (or Mallorca), Menorca, Iviza, Formentera, Cabrera, Dragonera and Conejera; the surface of the whole being about 800 sq. m., and the total population 291,939.

* Campbell, 'History of the Balearic Islands,' 1716; George Sand, 'Un Hiver à Majorque,' 1838; Bidwell, 'The Balearic Islands,' 1876.

The name *Balearis* is generally derived from βάλλειν, to throw or cast, from the skill of the inhabitants in using the sling. Owing to their central position between the two continents, these islands passed successively under the sway of the Greeks, Carthaginians, Romans, Vandals and Arabs, from the last of whom they were taken by "The Conqueror," Don Jaime I. of Aragon, in December 1229, after a desperate resistance. The independent kingdom founded by him was finally merged in the dominion of the Aragonese crown under Pedro IV., and with it became part of Spain.

The soil, particularly that of Majorca, is exceedingly rich and fertile. The principal produce of Majorca is corn, wine, olive-oil, almonds, and caroubs. Orange and lemon-trees are abundant, and the date-tree ripens its fruit. The palm is not now as much cultivated as it was in the time of the Arabs, when Palma, the capital, derived its name from this tree. Except in the centre and south of Majorca and the southern part of Menorca, the islands are hilly and generally well-wooded, but scantily watered.

The climate is on the whole relaxing, but in winter and spring it is very agreeable. In the north part of Majorca, at Soller, Valldemosa, &c., it is very temperate; at Alcudia, owing to the marshes of Albufera, drained by an English company, malaria is very prevalent, but much less so than before the drainage. Snow, excepting on the higher mountain ranges, is rare, and in summer the heat is seldom excessive, being tempered by the sea-breezes. The thermometer at Palma ranges from 32° to 85°. The ordinary temperature in winter is about 45° to 55°, in summer about 75°. Some people, however, find the heat more unbearable than this might indicate, owing to the immense amount of humidity in the atmosphere. The extremes of heat and cold are rarely of long duration, and may nearly always be avoided by a change of residence within easy distance: this is especially the case at Majorca, which is sheltered from the N. wind by its Cordillera, and

refreshed in the hot season by sea-breezes. The *Levante* takes the place of the *Sirocco* of Africa, but it is never as oppressive.

The people are robust, and the women especially graceful and handsome. They are hospitable and honest, but not enterprising, having retained much of the primitive character of their Moro-Aragonese ancestors. Their dress is picturesque, but unfortunately it has almost been replaced by the more prosaic costume of the 19th cent.

Themen wear wide Moorish breeches, *bufas*, open-breasted silk waistcoats, *guarda pits*, black or white stockings, and rough leather shoes: black cloth jackets, *el sayo*, a coloured sash, *faja*, and a handkerchief tied round the head usually complete their attire. The costume of the women, if less striking, is exceedingly becoming. It consists of a coloured petticoat, a black bodice with low neck and short sleeves, trimmed with silver-gilt buttons or tastefully arranged chains, and a peculiar head-dress, resembling a mantilla, here called *Rebocillo*, or *Volante*, according as it is pointed or rounded on the breast; it is made of net or muslin, covering half the head, and descending to the shoulders behind and half covering the breast in front. This used to be the universal head-dress of the islands 50 years ago; now it is only worn by the peasants. Their hair is worn in a single plait hanging down their back. In the country they protect their heads in summer by large straw hats.

These islands enjoy perpetual tranquillity and freedom from revolution. Banditti are perfectly unknown.

They have given birth to several men of note, amongst whom may be mentioned the learned Raymond Lully (Beato Raimundo Lulio), the antiquary Cardinal Despuig, the sculptor Juan de Marz, the painters Mezquida, Ferrando and Bestard, the missionary Serra, the cosmographers Jaime Ferrer and Valsequa, and the medieval architect Jaime Fabre.

The islands constitute a captaincy-general, the seat of which is at Palma; a civil *provincia* of the 3rd

class; an *audiencia*; a naval *departement*; and they are ecclesiastically divided into two dioceses, of which the sees are Palma and Ciudadela in Menorca. There are 5 towns (*ciutats*), viz. Palma, Iviza, Alcudia, Ciudadela; and Mahon, 66 parishes, 14 charitable establishments; and in Majorca 46 *villas*, and numerous little villages.

The traveller must not come here with the idea of obtaining good sport. Game is scarce; it consists of partridges, hares, and rabbits. In the winter, however, woodcock and snipe are tolerably abundant in the marshes of the Albufera. On the principal estates game is strictly preserved.

Means of Communication.—By excellent steamers from Barcelona to Majorca every Wednesday and Friday at 4 P.M. The former lands passengers at Alcudia and then proceeds to Menorca; the latter goes direct to Palma, voyage 14 hrs. They return to Barcelona, from Palma on Tuesday, and from Alcudia on Sunday at 5 P.M.

From Valencia, steamer leaves, Sunday, 4 P.M., and returns Thursday, 4 P.M.

From Alicante, steamer leaves Tuesday afternoon and returns on Sunday, 7 A.M., touching each way at Iviza.

Steamers leave Palma for Menorca every Monday, and Alcudia for the same island every Thursday, 5 A.M.

Occasional steamers, generally crowded with sheep on the return voyage, ply between both islands and Algiers during the summer months.

Although these islands are so easily accessible, they are rarely visited by the tourist, and even the unrivalled harbours of Palma, Alcudia and Port Mahon, do not seem to attract many yachts, yet few places in the Mediterranean are better worthy of a visit.

Telegraphic cable laid June, 1879.

a. ISLAND OF MAJORCA.

Majorca or Mallorca, the principal of the Balearic Islands, is about 100 m. from the coast of Spain and 150 from Algiers. It is situated between Iviza and Menorca. Its length is about

60 m., and its breadth 40 m. Pop. 233,627. A chain of mountains running from N.E. to S.W. divides the island into two parts; the coast is somewhat steep and abrupt on the W., the N., and the S.E. sides, but everywhere else it is low and sloping towards the sea. The chief port is that of Palma. In Palma Bay there is good holding-ground, but it is exposed to the S., from which direction, however, bad weather is by no means common. Within it, and close to the harbour of Palma is *Porto Pi*, small, and rarely used. In the Bay of Alcudia, to the N.E., there is good holding-ground, but it is open to the N. and N.E. The next best anchorage is at *Andraitx* (the Andraeche of the charts); it has good holding-ground, but is exposed to the S.W. *Puerto Colom* has tolerably good holding-ground, but the bay is small, and exposed to the S.E. *Soller* is insecure, and exposed to the N. and N.W.

The principal towns, besides Palma, are *Manacor*, *Felanitz*, *Inca*, *Pollensa* and *Lluchmayor*.

Means of Travel in the Interior.—A railway exists to Manacor, the second largest town in the island, with a branch to La Puebla, whence a conveyance runs to Alcudia. Diligences run to all the principal places, and excellent mules and donkeys are procurable, on which one can ride in any direction in the most perfect safety, by day or by night; he will neither meet with a policeman nor with the necessity for one. Horses in Majorca are no good, and are rarely used; every one of the 46 *villas* can be reached in a carriage, with the single exception of Lluch.

The *Riera* rises near *Puigpuent* and falls into the sea at Palma; there is another small river in the island, and numerous torrents descending from Lluch, the beds of which are completely dry for the greater part of the year, every drop of water being carefully diverted for irrigational purposes. The absence of fresh water is the only drawback to the lovely scenery of the island.

The manufactures of Majorca are important, and consist of cloth, cotton goods, rope made from Manilla hemp, a very little silk, brandy, and at Andraitx, soap; it was said at one time to have been celebrated for its pottery (hence *Majolica*), but it is now generally believed that this was introduced from foreign countries.

These islands are cultivated with the greatest care, and nothing strikes the traveller more than the immense skill, labour and patience that have been employed in the construction of terraces in mountainous or uneven parts: one would hardly think that, in some cases, the gain of a few square yards of cultivable soil could repay the cost of works so considerable.

The Mallorquin language is a remnant of the ancient Aragonese; it resembles the Catalan, but the pronunciation is softer than at Barcelona.

As the steamer approaches Palma from the W., the picturesque shores of *Deyá* come first in sight, followed by the rocks of *Valldemosa* and *Baialbufar*. Steaming onwards, Cape *Grosser* and *La Dragonera* are seen to the l., and *Santa Ponsa* rises in the distance in front. At *Santa Ponsa* it was that Don Jaime I. landed in Dec. 1229 with his army, and where the great battle was fought which gave Majorca to the Christians. After the battle the king entered a cottage and asked for food; bread and garlic were set before him, after eating which he exclaimed "*Ben Dinat*," "I have dined well." A magnificent modern mansion has been built on the site of the cottage, called *Ben Dinat*. It formerly belonged to the Marques de la Romana, but it has now passed into the hands of the Montenegro family. The Marquis of Bute lived here during his stay in the island.

The beautiful bay of Palma is now entered, enclosed between Cape *Cala Figuera* on the l., and Capes *Enderrocat* and *Blanco* on the rt. Observe, on entering, the *Fort of San Carlos* and the Moorish-looking *signal-tower* of Porto Pi, built in 1229 by order of Don Jaime. To the l. is the *Castle of*

Belver, backed by the city of Palma, with the village of summer residences, called the *Torreño*, and the faubourg of Santa Catalina, in the foreground.

Palma. (Pop. 59,159.)

British Consul:

U. S. Consul: Ernest Canut.

Bankers: Messrs. Sans y Pierrar; E. Canut; Gregorio Oliver; Credito Balear.

Inns: *Fonda de Mallorca*, Calle del Conquistador, good. *F. La Balear*, Plaza Mayor, clean and moderate. *F. del Vapor*; *F. de Europa*. *Cafe Oriente* with fair restaurant and apartments above. *Cafe Union*, excellent ices in summer.

The inner harbour is small, but very secure; vessels moor alongside the quays on arrival, so that passengers can walk on shore.

It is difficult for strangers to hire a house either in town or country, for though villas are abundant, the inhabitants object to let them.

Theatre: Teatro Principal, a handsome house; operas in winter.

Casino: Circulo Mallorquin, built on the site of the Dominican convent; visitors are admitted.

Plaza de Toros will seat 9500. Bull-fights are given about 4 times a year, but only in the summer months.

Palma is the capital of the Balearic Islands, and the residence of the Captain-General. The first impression of the town is very striking, the most conspicuous objects being the noble cathedral, with its flying buttresses and pinnacled towers, and the beautiful proportions of the Lonja, now fully seen, owing to the demolition of the fortifications in front of it. Numerous windmills and summer villas give an air of activity and comfort to the scene, which is certainly not dispelled on a closer inspection. The streets are narrow, winding and not particularly well paved, but they are cool, shady and scrupulously clean. The houses are generally low, consisting of three

stories; the upper one an attic, called *porche*, with broad projecting eaves. The city is surrounded by fortifications, but a part of these towards the sea have lately been removed.

CATHEDRAL. This noble building was commenced by Don Jaime I. immediately after the conquest of Majorca in 1232, and completed as far as it goes, with the exception of the W. façade, which is quite modern, in 1601. The style is Gothic. The south façade, with its fine gateway *del Mirador*, is particularly worthy of observation. The W. front is now in course of completion, but in a style hardly worthy of the remainder of the edifice. The windows in the E. end have never been completed, and are bricked up. The N. doorway is a square tower, with long pointed windows and open-work balustrade. The effect of the whole is somewhat marred by its unfinished condition and general truncated appearance. The interior proportions are very fine; it consists of a nave and 2 aisles, the latter separated from the former by 14 octagonal columns on each side, of great height and unusually slender. The large rose-windows above the choir are very fine. The *Capilla Real* is the oldest part of the building; it was originally constructed as the place of sepulture of the kings of Mallorca, in the centre is a sarcophagus of yellow Majorcan marble, supporting a crown and cushion, containing the body of Don Jaime II.; the sarcophagus was made in 1779. The sacristan will pull out and exhibit the royal mummy, which is enclosed in a coffin with a glass lid. It is clad in royal robes, which an inscription assures us were provided by Queen Isabel in 1852 from her privy purse. The ermine cape is made of white and black cotton, and the rest of the robes could hardly be matched in tawdriness in Wardour Street. A very curious wooden gallery of a Moorish design runs round three sides of this chapel, behind the high altar, but it is generally concealed by the hangings with which the walls are decorated. In the Ca-

pillla de Corpus Cristi is the tomb of Torella, first bishop of Mallorca (ob. 1266). The *Capilla de San Martin* contains war-trophies and shields. The *Sacristia de la Capilla de N.S. de la Corona* contains the fine Gothic tomb of Bishop Galiana. The *Capilla de S. Jerome* contains that of *General the Marquis de la Romana*, a hero of the Peninsular war and a personal friend of Wellington; an inscription records that it was erected by a grateful country, and decreed by the Cortes on the 8th March, 1811. There is a recumbent figure of the youthful general, behind is a portrait bust of the Duke of Wellington holding three flags over him. At his head is a figure of the Genius of War (a portrait of his wife), and at his feet two of his children, one as a Cupid. On the sarcophagus is a bas-relief of a general and army in the act of taking an oath on the altar of their country.

Do not fail to ask the sacristan to exhibit the rich contents of the treasury of the cathedral; there is a pair of superb candelabra, containing 16,000 ozs. of silver, and worth 6400l, and many other magnificent altar and processional ornaments. In the reliquary is an immense monstrosity of gold and silver, a large fragment of the "true cross," studded with a multitude of magnificent gems, and an arm of S. Sebastian, brought from Rhodes in 1623, and which is said to have saved Majorca from the plague in that year; also superb *ternos* and *frontales*, embroidered in silver and gold, and many other objects of interest. Not the least curious is a chair used by the Emperor Charles V. on his visit to Majorca.

The reredos of the high altar was a magnificent piece of Gothic wood-carving; it was removed to make way for the present gilded abomination, but, instead of being destroyed, it was removed to the back of the chapel, where it still exists in a perfect condition. It consists of 7 niches, containing figures of the Virgin and other saints, painted and gilt like illuminated missals; below are 7 bas-reliefs, and above them all manner of sculp-

tured ornaments. The upper part, which formerly belonged to it, is now placed as a screen between the choir and a small elevated sacristy, or chapel, behind it. There is still a hope that this *chef-d'œuvre* may be again restored to its former position.

Close to the cathedral is the ANCIENT MOORISH PALACE, now the residence of the Captain-General, and the audience. Within it is the Gothic chapel of *Sta. Ana*, founded by Don Jaime II. In the sacristy are some remarkable altar-frontals and vestments, and a splendid silver casket, one of the finest specimens of silver work in Spain. The view from the tower is very fine.

CH. OF SAN FRANCISCO, begun in 1281, consists of a single nave, beautifully enriched with marbles of the country and Valencian tiles; it contains the tomb of *Beato Raimundo Lulio*, the great glory of the island, born in 1235 and martyred at Bougie in Algeria (see p. 471); his effigy is here carved in marble. The cloisters outside are exquisitely beautiful; at present they are used as residences by numerous poor families; the Government has lately declared them to be a national monument. The belfry of this ch. is of Moorish construction.

Ch. of S. Miguel. The oldest in the city, once a Moorish mosque; none of the original building is traceable. It was entirely restored in 1851.

There are many other churches, all containing objects of interest and works of art of various kinds.

The CASA CONSISTORIAL, or town-hall, was built in the 16th cent. The façade is heavy, but the great feature of the building is the magnificent projecting eave in front, of richly sculptured wood, once, no doubt, painted and gilt; it is divided into compartments by large horizontal caryatides which seem to support the roof. In one of the rooms is a "San Sebastian," by Vandyck. Of this picture two other examples are known to exist. The original large study is in the National Gallery in Edinburgh. Another is in the *Pinacothek* at Munich.

It was seen at Dusseldorf by Sir J. Reynolds about 1775. There is also a portrait of Don Jaime the Conqueror; a curious picture of the funeral of Raymond Lully, and a great number of modern portraits of ancient Mallorcan worthies, few of which have any interest to the stranger.

The Lonja, or Exchange, is one of the most beautiful and interesting buildings in the island, and the only one of any architectural pretensions built for a purely civil purpose. The site was given by Don Jaime in 1233; the building was not, however, commenced till 1426, nor completed till 20 years afterwards. The architect's name was Sagraera. It is rectangular in plan, divided off into 3 naves by 2 rows each containing 3 fluted columns, the convolutions of which are continued as groins on the vaulted roof, a design no doubt suggested by the palm-tree. Exteriorly a tower ornaments each of its angles, and 2 elegant slender turrets rise between them at equal distances on each side at the level of the roof; serving as a crowning feature are a series of square windows, finely ornamented with indented battlements. At the bottom of each tower is the large statue of a saint covered with a Gothic canopy. At present it is in a neglected condition, and serves as a magazine for corn; but the Palmeseans entertain a hope that it may soon be turned to more worthy purposes.

In the Rue de Palma is the *House of the Bonaparte family*, a beautiful building, which in its time must have resembled a Florentine palace; the triple-light windows, with elegant slender marble columns and richly sculptured capitals, are worthy of observation.

The legend here is that Hugo Bonaparte went to Corsica in 1411, as governor of the island, which then formed part of the kingdom of Aragon, and certainly the arms existing in Palma are similar to those of the great family.

In the Calle de Zavella is the house where Charles V. lived (October 1541), before leaving on his disastrous expedition to Algiers; above one of the

windows is his portrait carved in stone. It was originally the property of Count Zavella, a nobleman of this island; now it is occupied by a shoemaker.

There are many very fine private houses; one might almost be tempted to call them palaces. Some of the finest are in the Calle de S. Jaime, which is the especial faubourg of the aristocracy. None, perhaps, contains so many valuable paintings and works of art, antiquities, tapestry, ancient furniture, &c., as that of the Conde de Montenegro, the great-nephew of the Cardinal Despuig, whose collection of antiquities is described further on. But there are many others; and though the present generation does not appear sufficiently to appreciate the riches they possess, they guard them with jealous care.

Few cities are more aristocratic than Palma. The nobility of the island consists of the descendants of the nine great families amongst whom the Conqueror partitioned it, and other noble families: they are popularly called *Butifarras*, "big sausages." This name may also be given to a rich merchant or a vain person; it is very similar to the Italian expression *un pallone*. Amongst the lower classes may still be noticed the *Chuetas*, or descendants of the Jews forcibly converted to Christianity. Some of them are very wealthy. At one time they were restricted to a particular locality of the town, but are now permitted to reside where they please. The Hebrew race is held in anything but honour in Palma.

Arts are held in great esteem here, if learning does not flourish as it ought. There are some very remarkable living artists, and the *Academia de las Bellas Artes* serves the same purpose as the South Kensington Museum in London; instruction in every branch of art, decoration, &c., being given gratuitously by native artists. The attendance is between 400 and 500. This school ranks third in importance among European establishments of a similar kind. There is also an *Academy of Music*, which has lately been established.

The *Borne*, *Rambla*, and *Ramparts* are pleasant evening promenades; on the first the band plays twice a week, and all the beauty and fashion of the place comes to hear and be seen.

[*Excursion to the Castle of Bellver*, 2 m., carriage 3 frs.; an order must be obtained from the Commandant de Place.

This picturesque fortress stands on a wooded height, 400 ft. above the sea and the town and harbour. It was built by Don Jaime II. It consists of a circular tower of 2 stories, and 2 interior galleries with vaulted roof, strengthened by semicircular bastions, and surrounded by a double moat. There is a detached tower of a much greater size, *La Torre del Homenaje*, communicating with the main building by 2 bridges or arches, one above the other; in the lowest part is a dungeon, *La Olla*, under the level of the moat, to which there is access only by a small hole in the roof. The view from the top of this tower is very fine. The circular *Patio*, with large and airy cells round the upper and lower galleries, is a chef-d'œuvre of its kind.

Bellver is still occasionally used as a state and especially as a military prison. It has been occupied by many persons celebrated in the history of Spain. The most melancholy history attached to it is that of Lacy; a marble slab let into the wall thus records the circumstances of his death:—"Here was shot His Excellency Lieutenant-General Don Luis Lacy, the 5th July 1817, at 4:50 A.M. Victim of his ardent love of Liberty. The country remembers with enthusiasm his military glory, and laments his virtues. This stone is a small tribute which the City Militia and Liberals of Palma offer to his beloved memory."

Lacy conspired against Ferdinand VII., with a view to bring about a more liberal form of government. He was taken, tried and condemned at Barcelona; but, not daring to execute him there, the king sent him over to Palma to be shot: he did not know of his sentence till the last moment, and during the short period that elapsed

between his arrival and his execution, he was confined in the subterranean dungeon, to which he had to be let down by a rope. He was buried in the Dominican convent, where all condemned criminals were interred; but after the establishment of the Constitution, under the same monarch, in 1821, his body was disinterred and carried with great pomp and military honour to Barcelona.

Two other well-known statesmen have been confined here. One Don Gaspar Melchor de Jovellanos, minister to Charles IV., and intimate friend of Lord Holland, sent here by Godoy, Prince of Peace; he was kept prisoner in Majorca from 5th May, 1802, till 6th April, 1808: the other, Martinez Campos, who was confined for 6 months in the room now used as a chapel. Queen Isabella also inhabited the castle during her visit to Majorca in Sept. 1860.

Excursion to the Chateau of Raxá, 7 m., carriage 7 frs. The omnibus to Soller passes close by. A ticket of admission must be obtained from the intendant in town.

The large and important farm of *Rajá* or *Raxá*, belonging to the Count of Montenegro, was called by the Arabs *Erraha*, probably *Er-Rahah*, "The Repose." It is a very large building, in the form of a hollow square, in which grows an immense *Micoucoulier* tree (*Celtis Australis*). It consists of the usual 2 stories and an attic, containing a long series of rooms fitted up as a museum of objects of art and antiquity. The traveller who hears that such a museum exists and is worth seeing, will certainly not be prepared to find anything so important as the gallery of Roman antiquities here collected, which many great cities in Europe would be proud to possess.

One of the collateral ancestors of the the Conde de Montenegro, the Cardinal Despuig, on the death of Mr. Gavin Hamilton in Rome, 1787, purchased his estate of Arriocio, near Albano, which was known to contain many Roman antiquities. From 1787 till 1796, he

carried on extensive excavations, and the objects thus found, together with others which he acquired elsewhere, he sent home to his native Palma.

The collection contains many objects of the highest interest and value; statues and busts of Roman emperors, especially a remarkably fine head of Augustus, and many other objects too numerous to mention. The Cardinal's collection of coins and medals, as well as his library, are in the Palace in Palma.

A priceless historical document will be found on the wall of one of the upper chambers, a geographical chart on vellum, drawn by *Gabriele de Valsequa* in 1439. At the back is the following inscription, which would lead one to suppose that it belonged to Amerigo Vespucci:—" *Questa ampia perse di Giografia fu pagata da Amerigo Vespucci cxxx ducati d'oro di marco.*" George Sand obtained permission to make a copy, and spilt her ink-bottle over it, the stains of which have not been entirely removed.

There are many curious pictures and also pieces of ancient furniture in the house, and in the dining-room a collection of the so-called Majorcan ware. The edifice has an ancient and unused appearance, and one would be immensely relieved by the appearance of a little domestic litter. The more private apartments are papered with circus and theatre bills, invitations to parties, 'Illustrated News' pictures and postage-stamps. The gardens are very beautiful, and a fine series of ornamental terraces rise along the side of the mountain behind the house.

The private chapel is at the right-hand side of the entrance gate; leading from it is an oratory, in which a local Saint, Beata Catalina Tomas, once lived and resisted the temptations of the devil: he is rudely portrayed on the wall, and looks very like an old monk.

Excursion to VALDEMORA and MIRAMAR; a 2 hrs. drive to the former place. - Carriage hire, 18 frs.

The first part of the road cross-

the plain of Palma, every inch of which is highly cultivated, and planted with almond and olive-trees. The ground is stony, which enables the proprietors to obtain abundance of materials for constructing enclosure walls. Traces may be seen of the ancient Moorish aqueduct. As the road ascends the mountains, the scenery becomes more picturesque, the olive-trees are a never-ending source of interest from the strange grotesqueness of their forms, walnut and other fruit-trees are mingled with them. The whole hill-sides are cultivated on the most wonderfully constructed terraces; and even the beds of the mountain torrents are, in some places, lined with dry rubble masonry.

Valldemosa (Arab. *Wilayet Moosa*, or village of Moosa), Pop. 1634, is situated in a beautiful and commanding position, well watered, and cultivated with extraordinary care. Here was an immense Carthusian convent, once a royal palace, but granted to the Carthusians of Valencia by Don Martin IV., grandson of the Conqueror, in 1393. It was finished and consecrated in 1446. The monks must have had a pleasant life here, if one may judge by the size and commodiousness of their cells, to each of which was attached a pleasant little garden. When the convents were suppressed in 1835, the monks were pensioned off on a franc a day, and their convent was sold for a small sum. It was purchased by a few families, each of which now owns one of the monks' cells, which makes a charming summer residence. One of the wealthiest of these possesses the abbot's rooms, which now form a large and commodious dwelling-house. Here George Sand resided during her stay in the island in 1838, and wrote her 'Spiridion.' Jovellanos was also confined here before his transfer to Bellver. On the site of what was the ancient chapel, the proprietor has built a handsome ball-room and private theatre, decorated with historical frescoes by the celebrated Palamesan painter, Ankerman. One represents a fight between the old inhabitants of

Valldemosa and Moorish pirates; another, Lully engaged in teaching Arabic to the Spaniards at Miramar; a third, the donation of the Palace of Valldemosa to the Carthusians, by Don Martin; and a fourth, the first printing-press set up at Miramar. Above the door the artist has perpetuated an amusing souvenir of his visit to England, and of British Sabbatarianism. Venturing to sketch the Thames from Greenwich Park one Sunday, he was taken to task by a burly official in all the majesty and magnificence of beadledom, while the easel of the astonished Spaniard is surrounded by a crowd of Cockney holiday-makers.

The new chapel of the convent, built to replace that just noticed, is a very large and spacious building, profusely but meretriciously decorated by a monk, Fray Bayeu. The floors and walls of the sacristy are covered with Valencian tiles, exactly similar to those erroneously called "Moorish" tiles at Algiers.

The picturesque *Villa* of Valldemosa is small, and destitute of hotel accommodation. The diligences from Palma run to and from it daily.

Half-an-hour's drive farther on is **Miramar**, where the Austrian Archduke Luis Salvator, son of the late Grand Duke of Tuscany, has arranged a charming retreat. The grounds are picturesquely laid out in a succession of terraces overhanging the sea, with wonderful views of land and water in every direction. The villa is a comfortable but unpretentious building, and the Archduke has had the good taste to have it furnished entirely in the Mallorcan manner; not a tumbler or wine-glass exists which has not been made in the island; he has also a good collection of ancient furniture and Majolica ware.

This villa is a part (about a quarter) of a college, built in 1276 by Raymond Lully, with the sanction of Pope

John XXI., for the instruction of 13 monks in oriental languages. Here was set up the first printing-press in Mallorca, a very short time after its invention by Gutenberg. Shortly after the martyrdom of Lully this college was abandoned, and the word *Miramar* almost forgotten; its chapel, however, still remained in use: it was dedicated to the Holy Trinity, and the district was generally called *Trinidad*. The chapel has been thoroughly restored by the Archduke, and numerous relics brought from Austria are exhibited there.

It is said that the late Emperor Maximilian visited this place when serving in an Austrian man-of-war, and that he gave the name *Miramar* to his castle near Trieste, as a souvenir of his visit.

Behind the villa some very elegant Gothic pillars have been erected; they formed part of the cloisters of Sta. Margarita in Palma, which convent is now turned into a military hospital.

The Archduke, with rare hospitality and consideration, has erected a *Hospederia*, close to his villa, for the accommodation of visitors. All applicants are supplied gratuitously with beds, linen, plates, and everything they may require, except their actual food, which they are expected to bring with them. When there is a demand for accommodation, no traveller can stay here more than 3 days. The Archduke is author of a very sumptuous work on the Balearic Islands, entitled 'Die Balearen in Wort und Bild,' for private circulation only.

On the hill above this is a hermitage occupied by a few of the last remnants of the once wealthy Majorcan monks, now in great poverty.

Beyond Miramar is the pretty village of Deyá (Pop. 970), whence a road to Soller (Pop. 8340) is in course of construction. At present there is an excellent bridle-path; the ride occupies 3½ hrs.

[*Mediterranean.*]

Excursion to MANACOR and ARTÁ. By Rail, 2½ hrs.

Palma.	kil.
Pont d'Inca	4
Marratxi	9
Santa Maria	15
Alaró	19
Binissalem	22
Lloseta	26
Inca	29
Empalme (Junction for La Puebla) . . .	34
Sineu	43
San Juan	46
Petra	54
Manacor	64

Nothing can give the traveller a better idea of the astonishing fertility of the island than a journey to Manacor by the rly.; the land is everywhere cultivated with the utmost skill and intelligence, and is as clean as it could be in the Lothians. The fields are small, frequently surrounded with stone walls, and planted with rows of almond and fig-trees, sometimes with olives, sufficiently far apart to admit of the growth of cereals beneath them. The vines, of course, are by themselves, and they appear very luxuriant. *Manacor* (Pop. 14,906) is at present the terminus of the rly., and is the second town, in point of importance, in the island. It has a good hotel, *Fonda de Femenias*, the proprietor of which is obliging and intelligent, his charges are most moderate, and the house clean, cool, and comfortable. The proprietor has built a small theatre attached to the hotel. Hiring a carriage at the hotel, 1½ hr.'s drive brings the tourist to *La Cueva del Drac*, "Dragon's Cave," a vast stalactite cavern, entered by a narrow passage, on a somewhat retired plateau from the sea. This remarkable place can be visited with the greatest ease. The expedition, for which Femenias supplies a competent guide, requires about 7 hrs. for its full accomplishment. It is, for ladies at least, a sufficiently arduous one.

Those who find time to visit Manacor should on no account fail to ascend the hill of *San Salvador*, which rises about two miles from the flourishing

town of FELANIT (10,500 Inhabitants) to the south of Manacor. A drive of two hours takes one from Manacor to Felanit, but before entering the town the carriage must branch off at a cross road to the left, leading to PORT COLON. A carved stone cross stands near the junction of the two roads. The Colon road is again left about a mile from Felanit, and a rough mountain road is ascended for about half a mile. Here (450 feet above the sea) the carriage halts, and an ascent of a thousand feet—an easy hour—brings one to the summit of San Salvador, upon which is placed a Franciscan monastery. It is a vast building, reminding one not a little, both as to size and position, of Monte Cassino. The church is bare, modern, and without interest. It contains a large number of *ex votos*, particularly articles of clothing, including complete suits. The lower part of the monastery is occupied by immense vaults. The view from the summit is magnificent. Cabrera seems to be at one's feet, and a large portion of the southern and eastern coastline can be easily traced. The ruins of the picturesque castle of Felanit are seen on a neighbouring mountain, and a fine gorge exists on the S.E. side of San Salvador. An engraving of the castle of Felanit is given in the *Cronicon Mayoricense* now (1882) in course of publication.

ARTA. (Pop. 5126.) 2 hrs.' drive from Manacor is ARTÁ, where is a small *Fonda*, with civil and obliging proprietors, but only rough accommodation. In the *Parroquia* is a copy of the Transfiguration, by Raphael, executed by the Mallorcan artist, Mezquida. The neighbouring convent of Bellpuig may be visited by the ecclesiologist. The church, now used as a dwelling-place for peasants, is the only really interesting part of it. Near Artá the antiquary may visit some *ancient tumuli*, placed near a former oak-forest.

The chief object of interest in the neighbourhood is, however, the CELEBRATED CAVE, about 2 hrs.' walk from the village, the entrance to which

faces the sea. The cave is magnificent. The approach is steep, steps being cut in the limestone rock before the entrance is reached. The natural portal is about 150 ft. high. The stalactites in the recesses are very beautiful. The chambers of the cavern have each their distinctive names: the "Hall of the Organ" is so called from the curious pillars resembling organ pipes, which, when struck, vibrate with sounds like musical notes. The "Hall of the Virgin," "The Baptistry," &c., are so-called from the fantastic shapes, thought to resemble the Virgin, a baptismal font, &c. In fact there is no limit to the sculptural associations which may present themselves to the imagination of the visitor. The lofty cave of Artá may be taken as a natural Gothic cathedral, whose low-roofed crypt has by a freak of nature been transplanted to the neighbourhood of Manacor. In fine weather, yachtsmen may easily visit it by sea. The anchorage is bad, the best in the vicinity is Port Rey. Arrangements for guides, Bengal lights, &c., should previously be made with Femenias, the landlord at Manacor. The fees for guides and illumination are about 15 pesetas.

Excursion to LA PUEBLA, ALCUDIA and POLLENSA.

	kil.
By Rail to Empalme	34
Llubi	39
Muro	48
La Puebla	47

A branch line from Empalme runs to La Puebla (Pop. 4816), which is the terminus of the rly. in that direction. Carriages meet the trains in order to take passengers to the mole of Alcudia, whence steamers start every Thursday morning for Port Mahon, and every Sunday evening for Barcelona.

Between La Puebla and Alcudia lie the Marshes of Albufera, the drainage of which is one of the most remarkable works of a similar nature ever undertaken in Europe. The marsh was purchased, and the work executed by the "Majorca Land Com-

pany of London," 1865 to 1871. The resident director at La Puebla is Mr. Henry R. Waring, C.E. The total area of land reclaimed is 5100 acres; the greater part of this being below the level of the sea, the drainage is effected by means of 4 steam-engines. The works also provide for the carriage through the property and discharge to the sea of the two principal torrents of the island, which rise some leagues away in the mountains, and drain one-third of the surface of the island. These are contained in embanked channels, and, having formed a junction in the Albufera, flow, united, to the sea in a watercourse 164 ft. wide and nearly 10 ft. deep. There are 20 or 30 kilometres of large canals, 5 to 8 ft. broad, and from 60 to 100 of a smaller section; 30 m. of roads traverse the property, and in dry seasons 60 cubic yards of water per minute are available for irrigation. The land is let to 725 tenants, some of whom pay as much as 6*l.* an acre rent for it.

The ground around La Puebla, the so-called *Marjales*, is quite the most fertile in the island, and is worth about 200*l.* an acre. There are not less than 3000 acres of such land, without including that of the English Company, all parcelled out into small holdings, and cultivated more like gardens than fields. Indeed there is every reason to believe that this district will one day become the market-garden of Paris and London for the supply of early fruit and vegetables. At the Paris Exhibition of 1878, haricot beans from La Puebla obtained the gold medal.

From La Puebla to the *Mole of Alcudia* is a drive of 1½ hr. The city is 1½ m. from the sea, and is surrounded by curious old walls, partly Roman and partly Moorish. It is the only other city in the island besides Palma: the title was conferred on it by Charles V. for its fidelity to him.

The Bay of Alcudia, whence the steamers for Mahon and Barcelona start, forms a magnificent harbour, in which the largest fleet can lie in safety. It is perfectly sheltered from

the N.W. and S., and only open to the E. The bad-weather quarter is the N.E., when the sea comes through the channel with great violence. The shores are extremely picturesque. In the town are two little inns, where accommodation can be obtained.

North of this bay is another similar one, that of Pollensa; the town of the same name (Pop. 8558) is an easy drive of 1½ hr. from La Puebla. It is beautifully situated in a large valley, sheltered by high mountains, and amongst the richest vegetation; indeed, perhaps, no more lovely spot can be found in this lovely island. It was the first Roman colony founded in Majorca, and curious remains are constantly being found, both here and in the Albufera, where there appears to have been a considerable necropolis. The ancient *Pollentia* appears to have been situated close to the modern Alcudia. Here also are the interesting ruins of the *Castillo del Rey*, on a high hill, descending in steep precipices to the sea. This must be visited on foot or horseback, and occupies about 4 hrs. The traveller may also visit *El Calvario*, on a hill near the town, whence a beautiful view is obtained.

Excursion to SOLTER. (Pop. 8340.)

Inns: *Posada de la Paz*, the better of the two. *Fonda de Pastor*. Dil. daily in 4 hrs.

The road is admirably engineered, and passes through a very fertile and highly cultivated country. At the halfway house of *Alfubia* observe the ancient Moorish roof of the entrance hall, one of the few remains of Arab art in Mallorca. The town itself is situated in a very sheltered and lovely spot, amidst orange-groves, which, however, like most others in the Mediterranean, have suffered greatly of late years from a disease, and from strong, dry winds. The costume of the peasants may be here seen to advantage, especially on the annual festival, the 11th of May.

In the neighbourhood, at *Muleta*.

are some unimportant copper and silver mines. Ascend the *Barranco*, a wild mountain gorge, 2 m. from Soller, and visit the

Colegio de Lluch, where boys are instructed in singing. 5 hrs.' ride. In this ancient monastic building travellers are supplied, as at Miramar, with every accommodation except food. Another 5 hrs.' ride by a lovely path to Pollensa completes this sufficiently arduous excursion.

b. MENORCA.*

The island of Menorca is the second in size and the most easterly of the Balearics; its extreme length, W.N.W., is 28 m., and its mean breadth about 10 m. The surface is generally low, except near the middle of the island, where is the elevated peak of Monte Toro. The N. shore is indented with numerous coves and harbours, the S. shore much less so. The total area is 260 sq. m.

During the War of Succession in Spain it was determined by Lord Peterborough that the island of Menorca should be occupied by the English for the sake of its unequalled harbour, Port Mahon. Lieut.-General Stanhope (subsequently Earl Stanhope and *Lord Mahon*) and Admiral Sir John Leake proceeded thither in September, 1708. The whole force, including the Marines who served on shore, did not exceed 2600 men, about one-half of them being English. The artillery in the ships consisted of 42 guns and 15 mortars. The forts surrendered after a sharp attack on the 30th of Sept., during which the brother of the general, Captain Stanhope, of H.M.S. *Milford*, fell at the head of his Marines. Port Mahon was garrisoned by British troops, and its defences strengthened by new works. At the peace of Utrecht it was formally recognised as a British possession, and so it con-

* 'The History of the Island of Menorca, by John Armstrong, Engineer in Ordinary to His Majesty.' London, 1756.

Lord Mahon, 'History of the War of Succession in Spain.' London, 1832.

'Historia de la Isla de Menorca,' por Don Rafael Oleo y Quadrado. Ciudadela, 1876.

tinued till 1756, when, war having broken out between England and France, it was surprised by a sudden and well-concerted attack of the Duc de Richelieu. Admiral Byng, who failed to relieve it, with a greatly inferior force, fell a victim to the public exasperation, and was shot on board the *Monarch* at Spithead on the 14th March, 1757.

At the peace, 7 years afterwards, Menorca was restored to England, but when war again broke out in 1782, it was besieged by a French and Spanish force, under De Crillon. The Governor-General, Murray, made a gallant resistance, and did not yield till the besieged were reduced to 600 soldiers, while the besiegers had 12,000. De Crillon was rewarded with a grandeeship and the title of Duke of Mahon. It was again captured by the British in 1792, and was ceded to Spain in 1802 by the Treaty of Amiens.

The Port of Mahon is one of the best in the Mediterranean; from its position midway between Africa and Europe, it is a valuable harbour of refuge for vessels caught in heavy weather, and its capacity and depth are sufficient for an immense number of vessels of the largest size. Winds from the N. and N.E. sometimes blow over the island with great violence in winter, and may cause vessels in the harbour to ride uneasily at their anchors, and sailing-vessels sometimes find it difficult to enter the narrow passage which gives access to it, with winds from the N.W.; nevertheless the saying, attributed to Andrea Doria, is not without truth, that the four safest ports in the Mediterranean are June, July, August and Port Mahon.

On approaching it from the S. we first pass *Ayre Island* (*Isla del Aire*), on which is a conical yellow light-tower. The island is the property of M. Segui, the British Consul, and is let as a rabbit-warren.

Shortly afterwards we come to the entrance to the inlet which forms the port. It runs into the land, at the S.E. end of the island, for a distance of

3 m., and with a breadth varying from 400 to 1200 yds. On either shore there are coves of greater or less extent, with depth sufficient for vessels of any size.

To the left, on entering, is the ruined fortress of *San Felipe*, built originally by Charles V., and repaired and strengthened by Philip II. and Philip IV., captured by General Stanhope in 1708, and so heroically defended by General Murray in 1782. Its utter dilapidation presents a most piteous spectacle, and conjures up painful memories of all the blood and treasure spent in vain for its defence, and of the humiliation which British arms had to endure by twice capitulating within its walls. Five or six tombs on one of its curtains are conspicuous from the deck of a passing vessel, but not a trace of inscription remains to record the names of those who rest beneath.

The following is the account of it given by Armstrong in his interesting work, before its capture by De Crillon. "It is seated on a neck of land between Mahon Harbour and St. Stephen's Cove, and its numerous outworks extend themselves to the shore on both sides. The body of the place consists of 4 bastions and as many curtains, surrounded with a deep ditch hewn out of the solid rock, which furnished stone for the walls. The area is bounded on every side by buildings, consisting of the governor's house, a chapel, guard-room, barracks, &c. In the centre of the square is a pump, to supply the troops with rain-water from a large cistern, and the whole square is well paved and kept clean.

"Over the flat roofs of the arched buildings is a spacious rampart, affording an extensive prospect to the eye, and the bastions have guns mounted on them. The communication from the lower area to the top of the rampart is by a pair of stairs. The whole body of the place is undermined, and very serviceable subterranean works are contrived in the rock, and communicate with one another wherever it is

necessary. In one of these are deposited the remains of Captain Philip Stanhope, commander of the *Milford* ship of war, who acting on shore as a volunteer, under his brother General Stanhope, at the siege of this castle, was, on the 28th day of September, 1708, unfortunately killed, after he had given signal proofs of an undaunted courage.

"The chapel, which is reserved for the service of the Church of England, is the least adorned of any in the whole island; for, as the Spanish governors constantly resided at Ciudadela, it received but little improvement in their time, and our governors living altogether at Mahon, it has been equally neglected by us. It still serves as a burying-place, and an elegant Latin inscription has been put up here in memory of Brigadier Kane,* whose body lies near it. This gentleman was many years in the Government of Menorca, and is universally acknowledged to have been one of the best officers of his age, and one of the most deservedly beloved men that ever lived. Mr. Kanemade a noble road, that extended from St. Philip's castle, the whole length of the island, to Ciudadela.

"There is a great number of large guns mounted towards the entrance of the harbour, besides those that point to the land, which would require the service of a vast many artillery people on occasion, as indeed the various works demand a very considerable garrison to dispute them with an enemy.

"Of the utmost advantage to this place are certainly the capacious galleries that are cut out of the rocks, and extend under the covert-way throughout all the works, as I think. This was an undertaking equally necessary and expensive, for otherwise the people must have been torn to pieces by the splinters of stone in time of action, as well those off duty, who had no cover to secure them, as those who were obliged to expose themselves. But these subterraneans afford

* A duplicate of this, with a bust of the General, is in Westminster Abbey. The slab here has long since disappeared.

quarters and shelter to the garrison, impenetrable to shot or shells.

"On the point of land to the E. of the castle is Charles Fort, built by the Spaniards, and of little consequence as it now stands. The grand battery lies down at the water's edge, and has a high stone wall for the protection of the gunners, who ply their ordnance through a long range of embrasures. This is the common burying-place of the garrison. The Queen's redoubt is the most advanced of all the works toward the country, on the side where it stands. On the other side of St. Stephen's cove is the Marlborough, a very chargeable work."

It is incomprehensible that, after the first capitulation to the Duc de Richelieu, the English could have continued to fortify and strengthen an untenable position, exposed to attack on every part of the land face, while on the opposite shore of the harbour, on the peninsula of *La Mola*, was one of the strongest positions which it is possible to conceive. The authorities were well aware of this, as Armstrong says: "Cape Mola is esteemed capable of being rendered an almost impregnable fortress. This advantageous situation has not been wholly overlooked, for, since we have had the island in our possession, some considerable works have been taken in hand, though they were never perfected. St. Philip's growing in extent and number of outworks to be a great place, and, having cost an immense sum of money to make it so, it was judged too good to be demolished, and thus Cape Mola came to be slighted."

The Spanish are wiser; an enormously strong work, named Fort Isabel II., is being constructed there, to command the entrance to the harbour; it was commenced many years ago, suspended for more than 20 years, and now the works are being pushed forward with feverish activity, and immense sums are being expended on them. The greatest reluctance is exhibited to permit any foreigner to inspect them.

The elevated peninsula of *La Mola*, to the rt. of the harbour on entering,

is connected with the mainland by a low isthmus, dominated by precipitous rocks, as if created for defence. The highest point is 256 ft. above the sea.

The sea-faces all round, except just opposite Fort San Felipe, are rugged, inaccessible cliffs, curiously fringed with a line of detached rocks, none of which are more than 50 yds. from the shore.

Continuing to run up the harbour, we pass on the rt. LAZARETTO PENINSULA, the extreme point of which is called *Philipet*, where was a battery to cross fire with San Felipe. It is connected with the N. shore of the harbour by an isthmus 60 ft. broad. There are large buildings on it, in which infected vessels can land and fumigate their cargoes. It is one of the only two in Spain, the other being at Vigo. As many as 200 vessels have been known here at a time.

To the N.W. of it is the smaller QUARANTINE ISLAND, where vessels undergo a quarantine of observation during 3 days, when their bill of health is merely suspected and not foul. The buildings on it are much older than the lazaretto, and many a plague-stricken vessel from Barbary and the Levant has been obliged to purge its quarantine here.

The traveller sailing up the harbour will not fail to be struck with the careful manner in which the rocky soil is cultivated; every yard is made the most of, and crops are raised on land which appears to have not more than a few inches of fertile soil.

Opposite the quarantine island is the clean and quiet village of VILLA CARLOS, called, during the British occupation, GEORGE TOWN. The square is surrounded by deserted barracks, built for the accommodation of the British troops. It is situated on a small peninsula between *Cala Corp* and *Cala Fons*, or George Cove.

About the middle of the port lies the HOSPITAL ISLAND or ISLA DEL REY; the latter name given in consequence of its having been the landing-place of Alfonso III. of Aragon, when he conquered Menorca in 1287. Armstrong

calls it *Bloody Island*. The hospital buildings were constructed by the English, and are now used by the military. The French, during the operations against Algiers, were permitted to use them for the sick of the expeditionary force.

On the mainland to the rt. is the French cemetery, where those who succumbed were buried, and next to it is the English Protestant cemetery, used at the present day.

There is another small island above it, called *Ratas* or *Rats' Island*, a corruption of *Isla Redonda*, or round island.

A very prominent object on the hill to the N. of this is the large villa of SAN ANTONIO, called on the charts GOLDEN FARM, a line between which and the S. buoy at the entrance of the harbour indicates the direction of the channel.

Beyond, on the l., is the deep indentation called *Cala Figuera*, or *English Cove*, at the head of which there is a large cotton factory, employing about 300 women. Rounding the point of the same name, we come abreast of the city of Mahon. In front is the ARSENAL, and connected with it by a drawbridge is what was once the rugged islet of PINTO, now an eight-sided plane, covered with buildings, and surrounded by a sea-wall, alongside of which there is 18 to 24 ft. of water.

Mahon (Pop. 15,138).

British Vice-Consul: Gabriel Segui, Esq.

American Vice-Consul: Pedro B. Vales.

Inns: No regular hotels, but some fairly good and very clean *Casas de Huespedes*, viz:—

Fonda Jaques, Calle de Castillo No. 2.

Fonda de Mariana, C. de Anunciavay.

La Central, C. de la Arravalet.

Fonda del Vapor, C. del Norte.

Means of Communication.—A Spanish steamer arrives here every Tuesday from Palma, and returns on Wednesday morning. Another from Barcelona, touching at Alcudia in Majorca, arrives

on Thursday, and returns by the same route on Sunday morning, reaching Barcelona on Monday morning.

Vessels can easily coal here; cost, 45 frs. per ton.

Means of Travel in the Interior.—A diligence runs daily between Mahon and Ciudadela. Excellent carriages drawn by mules are to be hired, and the mules and donkeys of Menorca, for riding, are celebrated. The whole island is covered with a network of roads, some of which are as good as are to be found in any country.

Mahon was known to the ancients as *Portus Magonis*, after Magon, its Carthaginian founder, but which of the generals of that name is not quite certain. There is even a tradition that Hamilcar and his wife visited it, and that during that time Hannibal was born here.

It is now the capital of the island, and stands on the S. side of the harbour, from the head of which its centre is distant not more than half a mile. It is built on an eminence rising almost from the water's edge, and the houses along the quay, with their sloping roofs, look almost like buttresses to support the mass of rock and buildings which towers above them.

No doubt the glory of Mahon has departed; the period of the British occupation, when money circulated more freely than it has ever done since, was that of its greatest prosperity; and the general use of steam has decreased the necessity of its port as a winter station. In former days, not only the English, but the French, Russian and Spanish fleets used to winter here, to the great advantage of its commerce. Until lately 2000 or 3000 troops were always stationed here, now there is only a single regiment. All these sources of wealth have disappeared, and the harbour is generally empty. The place is very quiet, and few signs of commercial activity are visible; still one cannot say that it looks deserted or forlorn. The houses are well built, comfortable, scrupulously clean, and look as if they had all been white-

washed yesterday; the streets are steep and roughly paved, but there is neither mud in winter nor dust in summer, and the people look as clean and respectable as their dwellings.

There are no fine palaces here as at Palma, and no Butifarres to live in them, but there is an air of homely comfort about the town, quite unknown in the larger island. This is mainly owing to the ground-floors being occupied, and the doors and windows in warm weather being left wide open, instead of opening into an inner court concealed from public gaze.

Nothing astonishes one more than the profusion of finely cut stone everywhere; the poorest cabins are made of it, and it is used even for such purposes as wayside walls, and the copings of farm enclosures. It is white, soft, easily worked with a saw or axe, and becomes very hard after exposure. Considerable quantities are exported to Algiers. This and shoes, sent in great quantities to South America and the Antilles, are about the only exports of the island.

The sport in Menorca is good; there are partridges and rabbits, but no hares, and in the season woodcock and snipe.

The plague of flies, so trying in many parts of the Mediterranean, and vermin, are unknown, and the island does not contain a single noxious animal.

It is curious to see how some English traditions have lingered here: almost every house has sash-windows, and shutters folding back into the wall, probably the worst system ever contrived for a warm climate. Carpenter's tools bear English names, such as screws, screw-jacks, &c. Little boys playing at marbles, cry "in," when a marble enters a hole, "out," when it comes out, and "stop, please," when the game is won. Marbles are played exactly as they are in England, and a game of fives is called *Jugar á Plé* (Play). One of the best plums in the island is called *prunus de never saw*. The origin of this is as follows: Governor Kane used to go every day to the market; and one day an old

woman showed him a plum, and asked him what they called it in England: he replied, "I never saw it." From that moment till the present that particular variety has been known by no other name than *Never saw*. Many varieties of fruit are still called by Kane's name, which was greatly loved. One of the most curious expressions is that of "ashes to ashes," which is constantly repeated, apropos of anything except its legitimate meaning, just as the French use "dame" or "ma foi."

The kindest feeling is entertained towards everything English; and as the Islanders always consider themselves *Menorcans*, and not Spanish, and invariably use their own language, in preference to the Castilian, a large proportion of them would be only too glad to see it back in the hands of its old masters.

Mahon was anciently surrounded by a wall, but only a very few fragments now exist, such as the arch and tower at the extremity of Calle de S. Roque.

The fashionable promenade, especially on Sundays and Thursdays, when the military band plays, is the *Paseo de Isabel II.* On one side is the parade-ground, and beyond it the barracks, built by the English. The *Alameyda* is on the quay near the head of the harbour.

The Churches are not very interesting. The principal one, *Santa Maria*, has a remarkably fine organ. That of *Sta. Maria del Carmen* is the largest, it belonged to the adjoining Convent of Carmelites, which was unfinished at the suppression of those bodies, and now serves as a gaol and as quarters for the civil guard. Neither of these institutions is of much use here, where there is no crime, and no robberies more serious than those perpetrated in orchards by juvenile reprobates.

The Convent of *S. Francisco* is occupied as a foundling hospital, admirably managed by the Sisters of St. Vincent de Paul. There are foundlings here as elsewhere, but not a single beggar in the island.

There are no public Museums, but there are three private ones of or-

siderable interest. Don Juan Pons y Soler has a fine collection of Roman and other antiquities found in Menorca, and better knowledge of the subject than any one living—which is always at the disposal of his friends. Don José Oliver has some good pictures and many curious antiquities and other objects, and the Rev. Dr. Don Francisco Cardona has a valuable collection of the Natural History of the Island, principally entomological and conchological specimens, which are quite complete. All of them are most ready to show their collections to strangers.

The inhabitants wear no distinctive costume. They have, however, some very curious customs. One may be cited: at the ball which follows every village fête, each dance is sold by public auction, and the highest bidder has the right of choosing any girl present as his partner, and of inviting such of his friends as he may please, to participate in the dance.

Excursions in the vicinity of Mahon.

TO THE TALAYOTS OF TREPUÇÓ, TORELLÓ, CORNIA, AND TALATÓ DE DALT.

Beyond all question, the most interesting objects in Menorca are the extraordinary so-called megalithic monuments, or *Talayots* (from *Atalayar*, to mount guard), which are very different from those of a similar character found in any other part of the world, even from the Nuraghi of Sardinia, which have the nearest resemblance to them.

More than 200 groups exist in various parts of the island, but, with a very few exceptions, these are all found S. of the road leading from Mahon to Ciudadela. The reason of this distribution is a purely geological one: in the S. part of the island the rocks are all of the tertiary formation, yielding the greatest abundance of good stone, which gets harder by exposure to the atmosphere; in the N. they are Devonian, yielding friable schistose stone, of no value for building, which very speedily disintegrates,

and is therefore unsuited for structures intended to be of a durable character. They are of great variety, but, generally speaking, in each typical group are found:—

1. A large tumulus of roughly dressed stone, the *Talayot* proper.

2. A bi-lithon, or altar, composed of two immense monoliths, erected in the form of a T, carefully dressed, called *Altar* or *Taula*, altar or table.

3. A sacred enclosure, generally of a certain number of huge upright stones, with smaller ones between them, surrounding the altar.

4. A small megalithic habitation is or contiguous to the enclosure.

This disposition varies greatly, many of the tumuli having no altars at all, but none of the altars exist without the presence of a tumulus, and sometimes the whole are enclosed within cyclopean walls, as if forming a fortified position.

The tumuli vary greatly in size. They are generally in the form of truncated cones, from 12 to 20 metres in diameter; very few have been opened, and none of them systematically examined, but some have become so far dilapidated as to reveal the existence of interior chambers, sometimes central, sometimes circular passages. In a few, openings have been noticed, on or near the ground-level, in others near the top.

It can hardly be doubted that the primary object of these tumuli was to provide a place of sepulture for illustrious personages; but it is by no means impossible that the convenience of the living was also consulted: they were no doubt used as watch-towers, as their modern name implies, to signal the approach of the enemy; and not only to give warning of impending danger, but to supply a refuge from it. They could hardly have been erected for this special purpose: in many places they are too numerous and too near each other to render this probable. In one or two there is evidence of an interior staircase, not, however, of a spiral form, and many have exterior staircases or sloping ramps.

They are always found in places where an immense number of loose stones naturally exist, and where larger blocks can easily be excavated on the spot. The ground is so rocky, and vegetable soil so scant, that farmers at the present day are in despair at the difficulty of getting rid of them. This has given rise to the system of cultivation in very small fields, surrounded by high and massive stone

walls; of terracing the ground wherever there is a declivity, and of building miniature tumuli round every tree. Even with all this the stones cannot be got rid of, and lie in immense heaps in every field. The erection of a large tumulus, therefore, was not a mere piece of barbaric extravagance. It provided an imperishable monument for the person whom it was intended to honour, and it got rid of an im-



STABLE, IN FORM OF TALAYOT, AT BINISAID.

Diam. 15'00m. Height 10'00m. The property of Don Juan Pons y Soller; built 1879.

nense mass of loose stone which greatly impeded agriculture.

Tumuli, wherever found, have a strong family resemblance, the T-shaped altars, however, are much more curious. But even these cannot be considered as quite unique. There is a strong affinity between them and the altar found in one of the Maltese sepulchres at Mnajdra (see *ante*, and Fergusson's 'Rude Stone Monuments,' p. 420, Pl. 181). There the altar is small, and enclosed in one of the chambers of a larger shrine; here it is much larger, and enclosed, if not in a chamber, within a circle of upright stones. There is another point of resemblance between the Maltese and the Menorcan nonuments. The entrance to the chamber in which the Maltese altar stands is composed of one large mono-

lith, supported by two pillars, each consisting of a large monolith and a smaller stone above, forming a rude capital. A very striking example of this style of construction is found at Son Saura, near Ciudadela (see p. 497).

We do not presume to fix the date of these monuments,—their origin, no doubt, was in very early antiquity,—but there is abundant evidence to prove that succeeding races adopted and improved upon the types which they found in existence. Not a single stone implement of any kind has been found in Menorca, and most of the Roman remains which we have seen in the various collections here, have been found in the immediate vicinity of these so-called megalithic remains. This does not perhaps prove much: where the soil contains hardly any-

thing but stones of all sizes, an implement of the same material might easily escape detection, and it is quite possible that the Romans may have utilised existing monuments, and left their bronze and pottery articles in them.

It is quite certain that the constructors employed bronze or some other metal. Most of the stones seem roughly hammer-dressed, and in some of the altars mortises and tenons have been cut as carefully as if the work had been executed by an ordinary mason of the present day; but they had no idea whatever of a vault or arch depending on a key-stone.

One fact is very curious. The Menorcans, even now, are in the habit

of constructing just such tumuli as the Talayots for the use of their cattle, though of smaller stones. In the distance they present an appearance not at all unlike the older structures. The same fact has been observed in Sardinia (*see* p. 372).

All the Talayots which we shall now proceed to describe are in the immediate vicinity of Mahon, and can be visited in the course of a single drive of 3 or 4 hrs.

THE TALAYOT OF TREPUCÓ.

This is the nearest to the town of Mahon, and is situated near the road to San Luis, but amongst a perfect labyrinth of stone walls, and not very easy of access. This tumulus is one of the



TALAYOT OF TREPUCÓ, MENORCA.
(Redoubt not shown.)

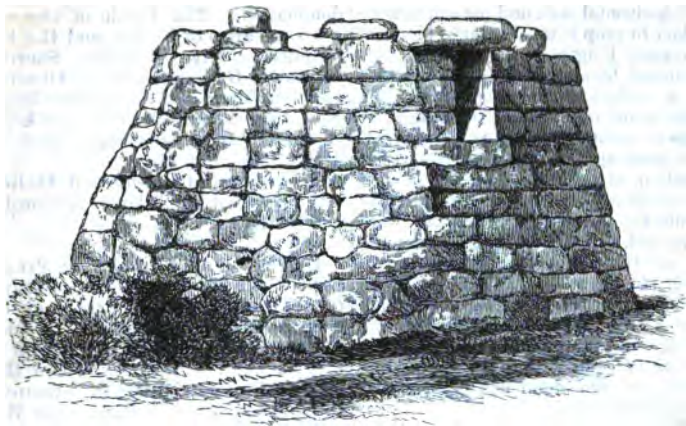
largest of all, and has an outside stair, but no appearance of an entrance or interior chamber.

When the Duc de Crillon was marching to attack Colonel Murray at Fort San Felipe, he converted it into a fortified position by building a redoubt around it, which remains unchanged.

A short distance to the S. is a remarkably fine bi-lithon or altar; the width of the upright block is 2·80 m.,

its thickness 0·40m., and its height above the ground 2·35 m., but it is much encumbered at the base with debris. The horizontal slab is 3·67 m. long, 1·50 m. broad, and 0·65 m. thick. No remains of the sacred enclosure are visible, probably the stones were taken to build the redoubt.

At a distance of about 200 metres to the E. is another and smaller tumulus.



TALAYOT OF TORELLÓ, NEAR MAHON.

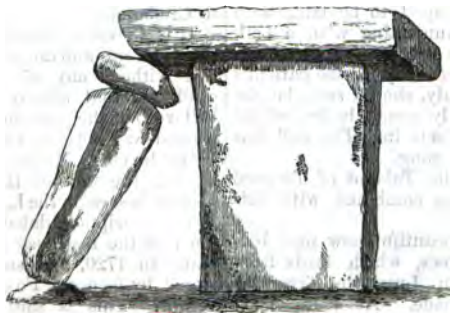
TALAYOT OF CORNIA. About 3 kil. from Mahon, a little retired from the road between it and San Clemente. This is a tumulus 80 metres in circumference at the base, and 44 at the top. It has an entrance almost on the level of the ground, from which a flight of steps ascends into the interior, but it is so blocked up by the falling in of the superincumbent masonry that its direction cannot be traced. There was also an exterior stair.

TALAYOT OF TORELLÓ, not far from the last, which it much resembles, ex-

cept that it wants the exterior ramp. It has an aperture like a window in the upper part. Its diameter is about 14 metres, and the dimension of the window 1·10 m. \times 1·65 m.

TALAYOT OF TALATÓ-DE-DALT, in the property of Don José Alberti.

The tumulus is 60 metres in circumference, and 9 in height. There is a trace of an exterior staircase, but none of an entrance. It has the usual sacred enclosure, with an altar of great size. Evidently fears were entertained regarding the equilibrium of



BI-LITHON OF TALATÓ-DE-DALT, NEAR MAHON.

the horizontal slab, and measures were taken to prop it up. A large block, of the same length as the pedestal, surmounted by a smaller stone, intended as a wedge, are leaning against the table at an angle of 45° , touching it by a mere point, affording it no support, and seeming to maintain themselves in position, in defiance of all the laws of gravitation. One would be inclined to doubt the purpose for which they were prepared, were there not an example of an altar supported by exactly two such stones, at the Talayot of Torre Trencada, near Ciudadela, where they are erected vertically along the middle of the upright shaft. Perhaps the points of contact were greater at one time, and the stone has become disintegrated since.

Just beyond the limits of the enclosure is a megalithic habitation, hardly above a yard in height. The walls are of rough stone; in the centre are two rude columns, surmounted by broader circular slabs, which support the blocks used for the roof. This was probably intended for the ministering priest.

DRIVE TO SAN LUIS AND SAN CLEMENTE.—Pass by the Catholic cemetery of *Nuestra Señora de Gracia*, of the usual Spanish style, where all the bodies are buried in vaults. There is an old and rather curious ch., full of ex-votos, chiefly of a nautical character, as Our Lady of this ch. is supposed particularly to favour seamen. Attached to the cemetery is a hall, where the bodies are obliged to be laid, with a cord, communicating with a bell, attached to the arm, in case of a trance. Everything necessary for the patient's comfort is ready, should such be the case. The body cannot be buried till decomposition sets in. The bell has never yet been rung.

A visit to the Talayot of Trepucó (q. v.) may be combined with this drive.

Enter the beautiful new road bordered with trees, which leads from Mahon to San Luis, the favourite winter promenade. At 4 kil. from Mahon is the cleanest of villages, SAN LUIS, built by the French during their

domination. The façade of the ch. bears the arms of France, and the inscription, "*Divo Ludovico Sacrum dedicaverit Galli, AN. 1761.*" Observe a curious Moorish tower in the village. Now drive to San Clemente (10 kil.), another cleanest of villages, and so back to Mahon (6 kil.).

Between San Clemente and Mahon may be visited the Talayots of Torló and Cornia (q. v.).

DRIVE TO THE VILLAGE OF VILLA CARLOS AND THE RUINS OF SAN FELIX (p. 484).—In fine weather this may be done by boat more pleasantly. Just under the tombs at Fort San Felipe is a basin hewn in the rock, where the boat can lie, and a postern leads thence, through excavated galleries, into the body of the place.

EXCURSION TO CIUDADELA.

An omnibus runs every afternoon; takes 7 hrs. Fare, 4 frs. Cards there, and back the third day, 50 fr.

The road still used is that made by Governor Kane; but a new and extremely fine one is in course of construction, and is used in some of its sections. Governor Kane is the "General Wade" of Menorca. He traced his roads principally with a view to military operations, and this one was intended rather to cut the island into two equal parts, and thus permit his troops to march to any part of it, than to secure the shortest access to Ciudadela.

It is a good old-fashioned road, with plenty of ups and downs and windings, and without any of those scientific gradients that almost tempt one to believe that the straight line is not the nearest way between two points.

On leaving Mahon, shortly after passing the end of the harbour, an obelisk is seen on the l., bearing a long Latin inscription, dated 1802, recording that the road was constructed by Kane in 1720, and subsequently restored by General Fox, the last Governor. This is said to have been erected by the Spaniards at the final cession of the island.

The first part of the road is the least picturesque. The land is all cultivated in small fields with high stone walls, the most rocky patches being allowed to retain their original scrub of lentisk, wild olive, &c. The country is thickly dotted with farm-houses, all as clean as constant care and whitewash can make them. They are generally occupied by the farmers, but the owner reserves to himself a few rooms where he can come to spend a part of the year if he pleases. The usual terms are that the owner provides the land and pays the taxes, the tenant provides the seed and finds the labour, the profit and loss of the live stock is shared between them, and so is the final out-turn of the harvest.

12 kil. Alayor (Pop. 5000).

A rather picturesque and well-built town, where a considerable garrison was kept during the British occupation. It is situated at a little distance off the main road, and at the junction of the two is the village cemetery, and a monument to commemorate the visit of Isabel II. in 1864.

While the omnibus stops here a few minutes, it will be worth the traveller's while to go into any of the peasants' houses, and convince himself that in no other part of the world do the lower classes live in greater comfort and even luxury. A man who has only a franc and a half a day as wages, and a little bit of garden, has a large and commodious house, well furnished, exquisitely clean, and always with a spare bed for a stranger, on which a prince might sleep. The character of the people is in exact harmony with their surroundings. They are polite and hospitable, crime is unknown, and, their hygienic conditions being so favourable, they are healthy and long-lived. The difficulty in writing of them is the fear of exaggeration, and using too many terms of admiration for the good and wholesome life they lead.

There are many Talayots in this neighbourhood. That best worth visiting is

THE TALAYOT OF TORRALBA, about half an hour's drive E. of the town, on the property of Don Diego Salort. It is a large tumulus of about 30 metres in diameter, with a trace of exterior ramp, but none of interior chamber. Armstrong, who visited it about 1739, says: "It has a cavity at the base, the entrance of which is to the S., and easily admits of a man to enter it, but, as I was assured beforehand that nothing curious was to be discovered, I did not provide myself with lights."

There is also the usual sacred enclosure, with its altar and habitation; the upright shaft of the former has a protuberance down the middle of one side, and in the centre of the horizontal slab there is a deep, regular, square cavity, as if intended to hold the blood of the victim. The priest's (?) habitation is supported on several pillars of rough stones, increasing in size as they ascend, so as to diminish the size of the final covering slabs. The entrance is much obstructed, and is difficult to find, or to enter when found.

There is another vaulted building close to it, evidently of a later period, as the masonry is more carefully dressed; and a third and more remarkable one, which has been filled up and concealed with stones, by the incredible vandalism of the proprietor, because his cow fell into it! This is a well, with a spiral staircase round its interior circumference, consisting of 200 steps, all finely cut out of the solid rock; a spring of clear water was at the bottom. It was probably of Roman construction.

After leaving Alayor, the country becomes much more picturesque and undulating, and runs through woods of ilex and Aleppo pine, the only trees indigenous to the island. These woods are rare in the S. part of the island, but cover large tracts in the northern half.

MOUNT TORO is now the conspicuous object in the landscape, with the two lower hills to the E. of it, *Locatze* and *La Rocca*. The first is a conical hill, the highest in the island, 1150 feet above the sea, crowned by the ruins of an Augustine convent. The ch. is

still kept in a good state of preservation, and is daily visited by many of the neighbouring peasants. Its fête is the Sunday nearest to the 16th of May in each year, when many thousand people make a pilgrimage to it. Should the traveller feel disposed to pass a day there, he will find a room available, and the sacristan's wife will be able to provide him with food. The view is very fine.

18 kil. **San Carlos.** The ascent of Toro is generally made from this point by people coming from Mahon. There is a carriage-road till within an easy walk of the top. A little farther on is an old lead-mine, one of several in the island, which have never been made to pay the expense of working them.

19 kil. **Mercadel** (Pop. 2701). This village is about the centre of the island, and is a very convenient place from which to make excursions, especially amongst the Talayots, which are very numerous to the S. There is a small and simple auberge, kept by Madame Eulalia, where the traveller will be well treated; board and lodging, including wine and unlimited attendance, may be had for 4 francs a-day. At the entrance to the village is the western road for the ascension of Toro, and to the l. one to *San Cristobal*, where are some of the finest and most curious Talayots.

In this neighbourhood a section of the new road is finished, and is used by the diligence.

26 kil. **Ferrerias** (Pop. 1081). So called from the soil being impregnated with iron; the Arabs are said to have worked the iron-stone which is found all over the district.

At some distance beyond, to the rt., is a hill, crowned by the Moorish tower of S. Agatha, the last fortress owned by the Arabs in the island. It consisted originally of seven stories, which were reduced to two by the proprietor, because he found the upper ones too windy! The country still continues for some miles picturesque

and well-wooded, until, nearer Ciudadela, it becomes flatter, and greatly resembles the part between Mahon and Alayor. On the l. of the road may be seen many Talayots, which will be described hereafter.

45 kil. **Ciudadela** (Pop. 7846).

Inn of Feliciano Triay. Excellent rooms, table not so good. 5 fr. a-day.

This was the capital of the island when it was surrendered by the Moors, and it remained so till the arrival of the British at Mahon. It is the second largest city, and the see of a bishop. It is situated near the N.W. corner of the island, on an inlet so narrow that even a small vessel can hardly beat up to the town in fine weather. It was formerly enclosed within a bastioned wall, but that is now in process of demolition, to admit of the extension of the town.

The streets are very quaint; some of them with rude arcades, probably the work of the Moors. It contains many large and handsome houses, belonging to the ancient nobility; one of them, which would be considered a fit residence for a duke in London, was lately sold for 1000*l*.

There is a large *Cathedral*, but so dark that one can hardly see anything within. The old Augustine convent is used as an *ecclesiastical seminary*.

In the Paseo is the quaint old *palace* built by Alfonso III. of Aragon, now occupied by the civil guard; and in the centre a *monument*, to commemorate the defence of the town against Algerine pirates.

Excursions in the Neighbourhood.

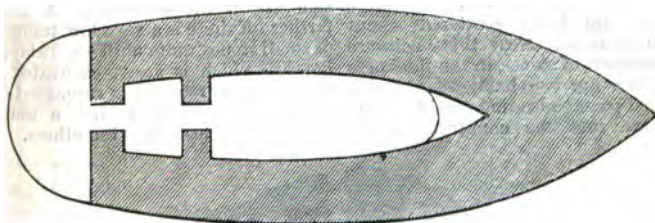
Visit to the Talayots of **NAU DE TUDONS**; **TORRE LLAPUDA**; **TORRE TRENCADA** and **HOSTAL**.

The above are the most important in the immediate vicinity, but there are many more. As they are somewhat difficult to find, the traveller had better apply to the Alcalde, Don Gaspar Saura y Carreras, for the services of one of his employes to act as guide. These can all be visited during the course of a morning's drive.

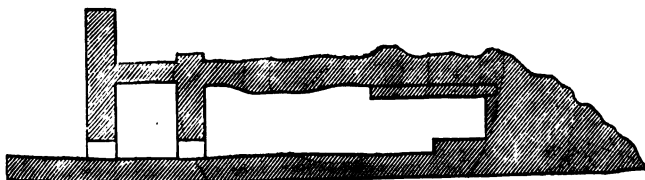
NAU DE TUDONS, 4 kil. from town. This is perhaps the most remarkable monument in the island, and the best specimen of a group very different from the ordinary type. It resembles, in appearance, an inverted boat, and recalls the description given by Salust* of the Numidian habitations or



ELEVATION OF THE NAU DE TUDONS, CIUDADELA.



PLAN

SECTION
NAU DE TUDONS.

Mapalia, *Ceterum adhuc Numidarum agrestium, quæ Mapalia illi vocant oblonga, incurvis lateribus tecta, quasi navium carinæ sunt.* This will be better understood by the illustration. It is built of carefully dressed stones, some of great size, more than 3 metres in length; the fore part, corresponding to the bow of the vessel, is roofed in with a single slab 4 m. \times 2 m.

TORRE LLAFUDA.

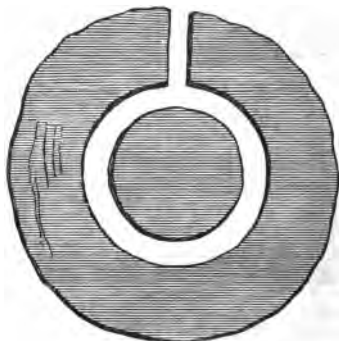
This is one of the boat-shaped Talayots: the base is square, and the rest of the perimeter is curved; but whether it consists of a segment of a circle, or two separate curves, it is impossible to determine. This tumulus had a large interior chamber, with the opening on the square side.

The sacred enclosure is a much more elaborate one than in any of the other Talayots which we have examined. It has one large bi-lithon, in good condition; the end of the upright slab fits into a groove in the horizontal one. There is another, smaller, which has lost its equilibrium, and has been propped up with some loose stones; and there are the remains of two others. Some very large blocks are lying scattered about amongst them. Near this enclosure is a rampart of stones, in the thickness of which are two habitations, and a covered passage leading outside of the enceinte into the country. There

appears to have been quite a megalithic city, or fortified position, here, as enclosures and menhirs are scattered about in every direction. There are also two large and spacious caves.

TORRE TRENCADA, about 10 kil. from Ciudadela. The tumulus appears, as far as can be judged, to be boat-shaped, certainly with one side a straight line and the remainder of the perimeter curved.

Close to it is one of the usual sacred enclosures, containing a very fine altar. The upright stone is 2.00 m. wide 2.50 m. high. On the horizontal slab a groove has been cut to receive the end of the upright one; but there has been some miscalculation, and the former not having been in proper equilibrium, another upright stone, 0.65 m. broad, has been erected in the middle of the larger one, and wedged tight by a second smaller one. These two stones are identical in form with the two inclined ones at Talat de-Dalt, near Mahon, and their presence here proves conclusively that the others were intended for a similar purpose. There is a small habitation within the enclosure. A little farther off there is a very low tumulus of small stones, quite unlike a Talayot, beneath which is a cave excavated in the rock, the roof being supported on pillars and arches. It has a much more modern look than the others.



HORIZONTAL SECTION OF TALAYOT, HOSTAL, CIUDADELA.

In a field on the opposite side is a single monolith, standing upright, 2·50 m. in height, 0·68 broad, and 0·45 m. thick.

HOSTAL. A group of three contiguous rather small Talayots, representing the 3 angles of an equilateral triangle; about a kilometre from Ciudadela, and the nearest to that town.

One of them is of special interest, as it has become considerably dilapidated, and the interior arrangement is most distinctly visible. At about half the original height from the ground an entrance gallery, 70 centimetres wide, 1·00 m. broad, and 3·00 m. long, conducts to a circular gallery running all round the building. The dimensions are 1·00 m. broad, and 2·25 m. high, and it thus encloses a circular mass of rough stone masonry 5·00 m. in diameter.

All three Talayots appear as if there had been exterior ramps, but it is difficult to state with certainty whether this was the case.

There are traces of sacred enclosures; and in one the remains of an altar, small in size, to correspond with that of the tumuli. There are remains of several habitations and subterranean galleries, and, at a short distance, a large cave excavated from the rock, containing several chambers, communicating with doors and windows.

Visit to Son Saura and Son Carlá.

Son Saura is one of the largest and finest properties in the neighbourhood,

about 10 kil. from Ciudadela, with a fine house and beautifully laid-out gardens. Water is raised, by means of two windmills, into two immense reservoirs for the irrigation of the garden.

In a field beyond the garden, nearly a kilometre from the house, are two megalithic monuments. One is a dolmen, or some such structure, consisting of a large horizontal block, supported on two pillars, each of which consists of a large upright monolith and a smaller stone as a capital; at the side is a large cubical block of stone, placed as if to facilitate mounting to the top. This may have been an altar, or the entrance to an enclosure; the only thing of the kind resembling it, as far as we are aware, is the entrance to the chamber containing the altar at Mnaidra in Malta. Close to it is a bi-lithon, but with a much smaller top, and a much narrower shaft, than usual.

On returning, the traveller should examine the TALAYOT OF SON CARLÁ, with its enclosures of *cyclopean walls* and *galleries*.

Excursion to the Caves of Perella.

About ten kilometres from Ciudadela are the CAVES OF PERELLA, full of beautiful stalactites. There are three, close together but not connected. In one of them, after passing through an ante-chamber 200 metres in length, we come to a lake of fresh water 30 metres square and a metre deep. The property belongs to the son and daughter of Colonel Fraser, A.D.C. to the last British Governor of the



GATE OR ALTAR AT SON SAURA, NEAR CIUADELA.

island, who married a lady of this city: he afterwards lost an arm in the Egyptian campaign, and died at Mahon.

Excursion to Son Morell.

At SON MORELL, 8 kil. N. of the city, in a property belonging to the Alcalde, is a street of megalithic rock-cut dwellings, on each side of a narrow valley. Each one has several chambers, and they are decorated with rudely-cut cornices and sculpture.

The other islands of the group are less likely to interest the general traveller.

c. IVIZA.

Iviza, or **Ibiza** (Pop. 26,494) was called by the Romans *Eburus*. It has 18 little towns, of which Iviza (Pop. 7567) is the most important. It stands on elevated ground at the W. side of the port, and is picturesquely fortified. The inhabitants of this island are very different from those of Menorca: much less friendly to strangers, and violent and turbulent amongst themselves. Their costumes are most picturesque. Their principal industries are the manufacture of salt and charcoal. There are considerable pine-forests on the islands, and two excellent roads to S. Antonio (Pop. 3877) and Sta. Eulalia (Pop. 5286).

d. **Formentera** lies 6½ m. S. of Iviza. Its name is derived from *Fru-mentum*, on account of the excellent corn which it produced. (Pop. 1700.)

e. **Cabrera** (*Goat Island*), an almost uninhabited tract of land, 3 m. long by 4 m. broad, with an old castle. Here 8000 French prisoners were placed by the Spaniards after the capitulation of Bailen in 1808, when, owing to the absence of provisions, more than half the number perished of hunger. It has a splendid and perfectly sheltered harbour.

f. **Dragonera**, an almost deserted island, where cormorants and puffins abound.

g. **Conejera** (*Rabbit Island*), as its name suggests, swarms with those animals.

107. THE EAST COAST OF SPAIN.

The following are the principal lines of *Steam Communication* along the eastern and southern coasts of Spain:—

The *Cie. Transatlantique* have lines from Marseilles and Porte Vendre, touching at Barcelona, Valencia, and Cartagena.

The *Messageries Maritimes* Company have a line from Marseilles to Barcelona, every Sunday, 10 A.M.

The *Compañía de Navegación Peninsular* have a line from Marseilles, calling at Valencia, Alicante, Malaga, and Cadiz, every Sunday.

A. Lopey and Co.'s steamers run from Barcelona to Valencia, Alicante, and Cadiz, twice a month.

The *Segovia Cuadra Co.*'s steamer runs to Barcelona and all the ports of the littoral as far as Seville; the passages are generally made during the nights, and the days are spent at the various ports.

The marine boundary between France and Spain is *Cape Cervera*, which is about 9 m. N.W. of *Cape Creux*, the N.E. extremity of Spain. A little S. of it is the *Gulf of Rosas*, which has an opening of 11 m. and a depth of 6 m. It is much resorted to by vessels bound for ports in the gulf of Lyons caught in gales from the N. and E., for though it is exposed from S.E. to E., the sea is much broken before it reaches the anchorage, and with good ground-tackle there is very little risk.

The first important town on the coast is

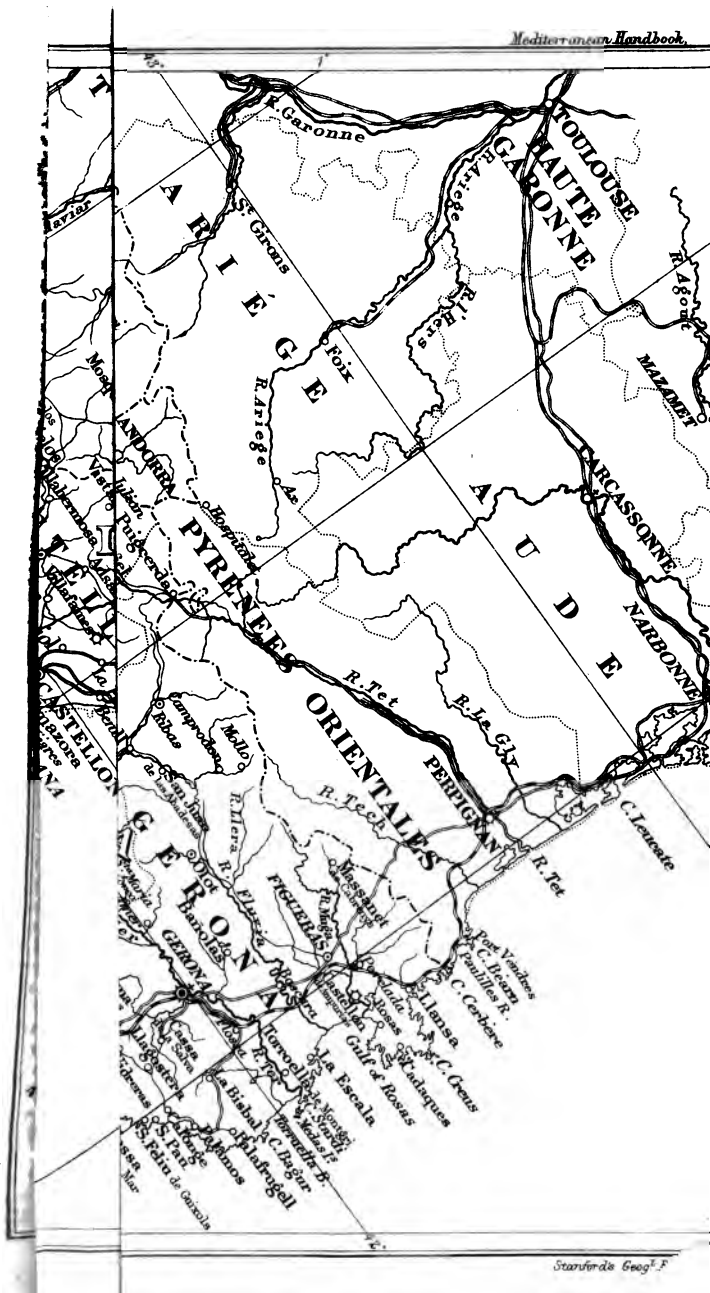
a. **Barcelona*** (Pop. 243,385).

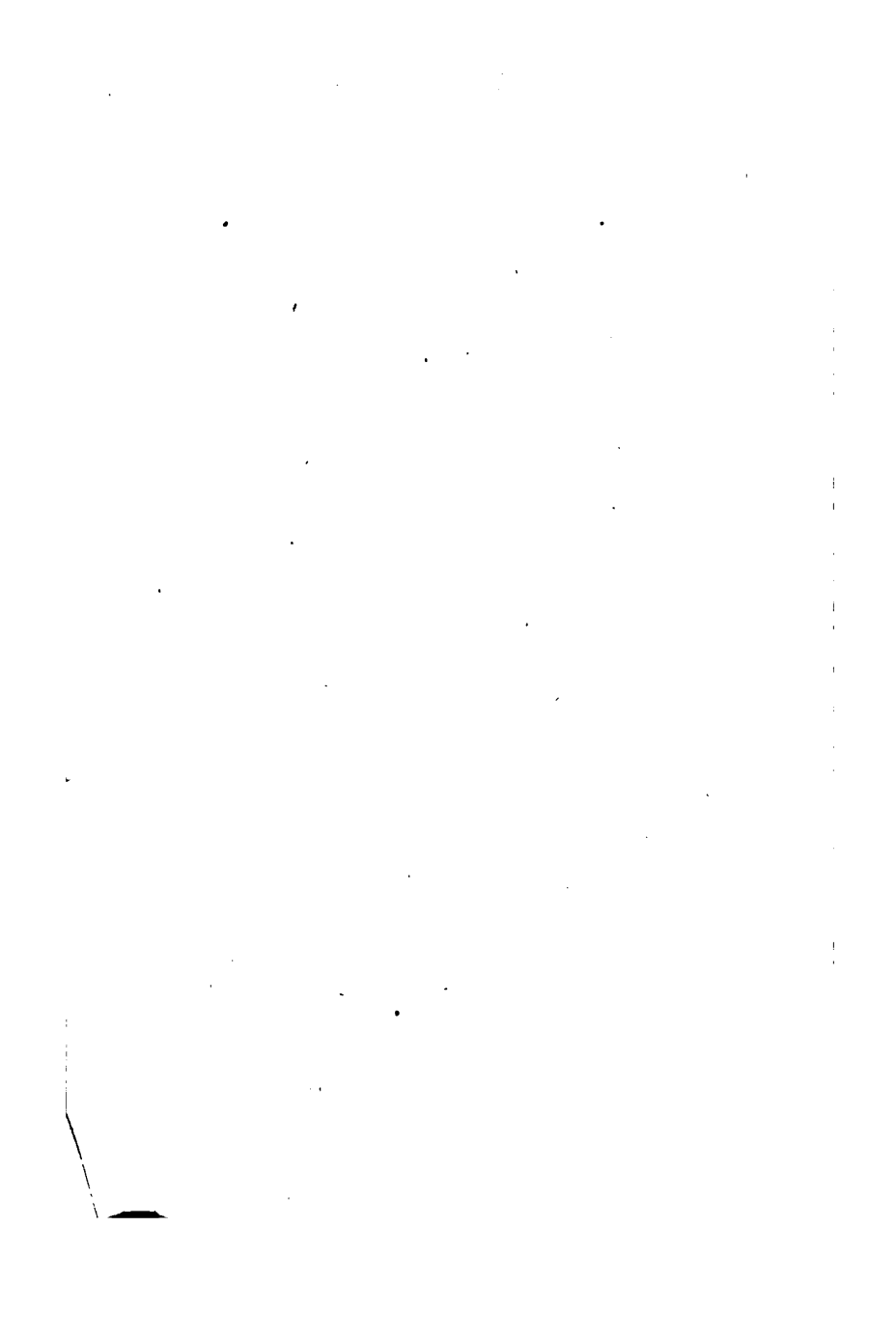
British Consulate: Paseo de Isabel Segunda, No. 2.

Consul: John Prat, Esq. *Vice-Consul*: Frederick Witty, Esq.

Consul U. S. A.: Frederick Scheuch. *Inns*: *Las Cuatro Naciones*; *El Falcon*;

* See also Murray's 'Handbook to Spain.'





nda de Oriente, all on the Rambla, *nda Peninsular* and *F. de España*, the Calle de S. Pablo.

English Chaplain: Rev. Thomas Ixon, D.D. *English Doctor*: Dr. eeks, Calle de Ansiab, March 5.

Means of Communication.—Steamer Marseilles, *Messageries Maritimes*, every Wednesday, at 4 P.M.; a regular service of *Spanish steamers* between Marseilles, Barcelona, Tarragona, and Valencia, leaving the first at every Saturday (agents at Marilles, M.M. Sotorra, Simian, and Conunin, Rue de Templier 3a).

Spanish steamers from Marseilles merally on Saturdays and Mondays. essels can coal here easily; cost, 37 to 1 frs. a ton.

Means of Travelling in the Interior. Barcelona is connected with Madrid rily, *vid* Saragossa; also with alencia, and thence to Madrid; and rther with the French frontier *vid* erona and Port Bon. The journey Paris, *vid* Bordeaux, can thus be me in 26 hrs. and to Marseilles in 1 hrs. A short line from Barcelona, using Vich, is open as far as Ripoli station the same as the line to France). a summer carriages take travellers to ibas, Tingarda, and the French fron- er; road rough. A new line is being nstructed from Barcelona to Ville- aeva and Valls (beyond Tarragona), ad the company has obtained a further ncession to carry it over the Ebro id on to Madrid. There is also a ranch line from Tarragona to Lerida.

Tramways.—One tramway company as a line from the end of and through e village of Gracia along the Paseo p Gracia down the Rambla, and ence to the end of the Port, with a ranch from the Plaza di Palacio to e general cemetery and suburb of oble. Now another company runs a ne from the Plaza di San Agustin to e village of Sans. Another company as a line round the city outside from e Plaza di Palacio to the Poble, a suburb under Monjuich. There is a ne of steam tramways from the Calle i Trafalgar to the village of San andrea, and three other lines from the

city into the interior, one as far as Saura, a second as far as San Gervasio, a third to Gracia.

Climate.—Barcelona is well adapted as a winter residence for invalids, though somewhat exposed to the N. and E. winds. It snows very seldom; the heat in summer never exceeds 87° Fahr., nor falls in winter below 28° Fahr. It rains on an average 69 days in the year. The orange and palm-tree grow very well.

Harbour.—The port of Barcelona has undergone considerable alterations during the last few years. It is now a very large and commodious harbour opening to the south; vessels of war of the largest size lie with complete safety within the outer mole, which faces S. and S.E. The old lighthouse is no longer used, the present light standing at the very end of the new outer mole. The long sea-wall which formed one side of the old port has been entirely demolished, and replaced by new quays. It is proposed to erect warehouses, and to form a fine walk; also to divide the harbour into four inner ports, which will be safe from all winds and weathers. In 1879, 319 British vessels entered the port.

Barcelona was founded by the Carthaginians; made a Roman colony in a.c. 206, it became the capital of the Gothic kingdom in Spain; it was under the Moors from 713 till 801, when they were expelled by Charlemagne. It subsequently became part of the kingdom of Aragon, and was for many years one of the most important cities of the Mediterranean, dividing with Italy the valuable commerce of the east. It became part of the kingdom of Spain when Ferdinand of Aragon espoused Isabel of Castille, and here it was that they received Christopher Columbus after his discovery of the New World. Soon after this it began to decay; it played an important part in the Wars of Succession; it was stormed and given up to pillage by the French under the Duke of Berwick; captured by the English in 1705, it has taken an important part in all the political move-

ments which have desolated Spain ever since.

Barcelona is one of the finest and certainly one of the most prosperous cities of Spain; it is an enormous hive of manufacturing industry, and yet possesses all the social advantages of a metropolitan city. It is the capital of the ancient province of Catalonia, the see of a bishop, the residence of a captain-general, and the seat of an university.

The city now consists of two distinct parts, the old town, with its narrow, tortuous, and ill-paved streets, in which it is hardly possible in many places for two carriages to pass, but picturesque and sheltered from the sun by projecting balconies; and the new and glaring city outside, with its wide streets, some with three parallel lines of roadways, separated by shaded boulevards, bordered with magnificent mansions of the true Parisian type. They have one striking peculiarity, the architect has cut off the angles of each rectangular block of buildings, so that where two streets intersect there is an octagonal *Place*, which gives a great idea of space, and much facilitates circulation. Although this new portion of the town is all designed, only a portion of it is actually constructed.

The old town is intersected by the *Rambla*, from the Arabic word *Ramel*, "sand," once a watercourse, running N. and S. through the city—now the fashionable promenade of that part of the town. The new portion has a much more magnificent park, beautifully laid out with trees, shrubs, flowers, and fountains, on the site of the old citadel.

The *Fort of Montjuich* is built on the last summit of a rugged ridge of hills S. of the town, 752 ft. above the sea. From its position, its works, and the abundant supply of water which its cisterns can contain, it would seem to be impregnable. During the War of Succession in 1705, it was surprised and taken in a most daring manner by the Earl of Peterborough; his Dutch colleague, the Prince of

Darmstadt, fell during the assault. A few days later Barcelona surrendered, and the Archduke Charles made his solemn entry into the city, and was proclaimed there King of Spain.

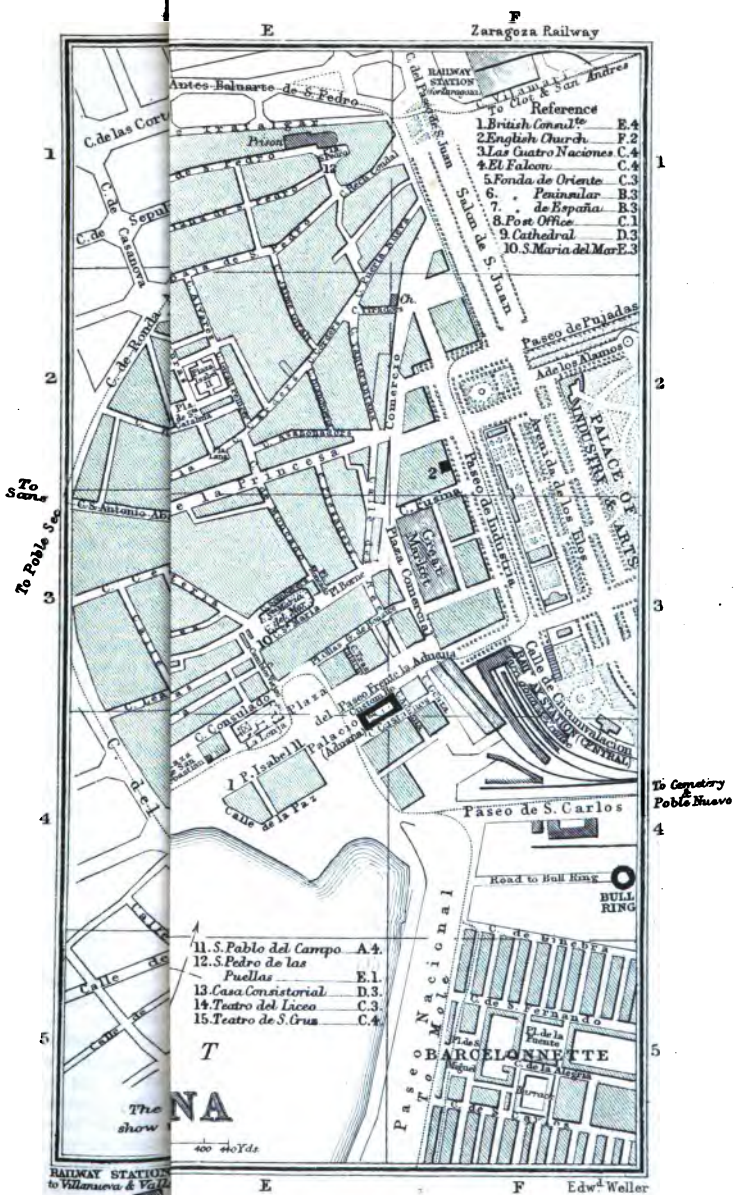
In the following year Marshal Tessé turned his arms against Montjuich, whose late breaches had been ill-repaired; yet instead of reducing it, as Lord Peterborough had done, in a few hours, he did not succeed till the 23rd day, when its commander, Lord Donegal, was killed, and the garrison compelled to retire into the city, which was soon after relieved by the British fleet.*

The other defences of the city, which Napoleon thought capable of resisting an army of 80,000 men, have, owing to the increase of the population, been razed, and the handsome suburb before described has taken their place.

The CATHEDRAL was originally built on the site of an ancient temple about 1058, converted subsequently into a mosque, and afterwards restored and enlarged by Raymond Berenguer. Very little, however, of the original edifice remains; the rest was built between 1298 and 1448. Ferguson's remarks of it, "Amongst the three-aisled basilicas, the most remarkable group is that still existing in Barcelona; its cathedral and other churches were rebuilt on a scale of great magnificence, and with especial reference to the convenience of the laity as contradistinguished from the liturgical wants of the clergy. Its internal length is about 300 ft., its width, exclusive of the side chapels, about 65 ft., so that it is not a large church, but is remarkable for the lightness and wide-spacing of its piers, and generally for the elegance of its details. Considerable effect is obtained by the buttresses of the nave being originally designed as internal features, and the windows, being small, are not seen in the general perspective. This supplies the requisite appearance of

* Lord Mahon's 'History of the War of the Succession in Spain.' Murray, 1832.

† 'History of Architecture,' vol. ii. p. 143.



length, in which the central piers are rather deficient; while the repetition of the side chapels, two in each bay, gives that perspective which the wide spacing of the central supports fails to supply."

The western entrance never was finished; it is the N. side which is the proper entrance, and this is very imposing, both on account of its proportion and sculpture.

Below the high altar is a fine crypt with a very flat vaulted roof; this contains the body of St. Eulalia, the patron of Barcelona, to whom the cathedral is dedicated. She was martyred in the time of Diocletian. The choir, with its richly-carved stalls and its wooden pinnacles, is particularly worthy of inspection. Here, in 1519, Charles V. held an installation of the Golden Fleece, the only one ever celebrated in Spain. That Burgundian order passed away with the Austrian dynasty, though claimed and used by the kings of Spain to the present day. The arms of the knights, and amongst them those of Henry VIII. of England, are emblazoned above the stalls. On the outside of the western screen are four fine white marble bas-reliefs, illustrating the martyrdom of St. Eulalia.

There is a fine cloister at the S.E. angle, with a garden in the centre. In each arch is a chapel, decorated with paintings and sculptures, generally Gothic in style, and closed by apparently very ancient iron railings and gateways.

The church of **SANTA MARIA DEL MAR** is the finest after the cathedral, and built in the same style, the pointed Spanish Gothic, between 1328 and 1483. Here also the buttresses are internal, with chapels in the interspaces, three in the bay between each pair of columns.

Near the W. of the town, enclosed in a barrack is the very old *Ch. of San Pablo del Campo*, built in 918, as is shown by an inscription built into the wall near the cloister. Obs. the small double-clustered columns with en-

grailed arches and capitals of boars, griffins, and leaves.

San Pedro de las Puellas, so called because destined for a nunnery, built early in 10th century. It has a dome in the centre resting on detached columns. Obs. the singular capitals, in one of which the prickly pear is introduced.

Santa Ana, built in 1146 by Guillelmo II., patriarch of Jerusalem, in imitation of the Ch. of the Holy Sepulchre. Obs. the beautiful cloister and the monument of Don Miguel Bohera, captain of the galleys to Charles V.

Sta. Maria del Pino is also well worthy of notice. It was built from 1329 to 1353, and consists of a single nave, the simple grandeur of which compensates for the want of interior richness of design. It also has side chapels between the interior buttresses, and a semicircular apse with four exterior buttresses. It could easily contain 2000 worshippers.

The *Casa Consistorial* (or Town Hall) and the *Casa de la Diputacion* (Parliament House), face each other on opposite sides of the principal square near the cathedral: the former was built 1369-1378.

The archives of the *Corona de Aragon* may also be visited; they are second only to those of Simancas.

The *Casa Lonja* (or Exchange), once a superb Gothic pile, dating from 1382; nothing remains of the original building but the hall (sala) 116 ft. long by 75 ft. wide. In the two rooms set aside as a museum are 25 good paintings by Viladomat, representing the life of St. Francis, rescued from the suppressed convent of S. Francisco.

The *Roman Catholic Cemetery* is a very extensive one, built in the Italian fashion, in streets of niches—generally in seven tiers. The new part contains some fine and costly marble monuments. This is well worthy of a visit. The *Protestant Cemetery* is a small plot of ground adjoining the R. C. one.

The *New University*, in the modern town, is a noble pile of buildings, commenced in 1872. The great hall or

throne-room, is built in the Moorish style; but not with the purity that one would expect in the country of the Alhambra. Still it is a magnificent room, and will be as gorgeous as gilding, paint, marble, and frescoes can make it. The carved doors are of a good Moorish design, and the apartments of the rector are very handsome.

It is attended by 2000 students, and there are 85 primary schools and several higher ones affiliated with it.

The *Fair* is held annually on the 21st of December, and is chiefly devoted to the sale of turkeys and poultry. All the shops in the principal streets are then gaily decorated.

Theatres.—The *Liceo* is the finest opera house in Spain, larger even than the Scala of Milan, it has always an excellent company from Italy in winter.

There are several *Theatres* where representations take place in Spanish and Catalan, the language of the province. In Lent the Passion Plays are worth seeing.

Still further on, at *S. Juan de las Abadesas*, is a fine Romanesque church with a late Gothic cloister; it is well preserved, as the buildings were not destroyed here in the Civil Wars, as at Ripoll.

[b. *Excursions in the Neighbourhood.*—The extension of the railway system has facilitated excursions to all parts of the province.

The most interesting is to the *Monastery of Monserrat*. This is perhaps the most lovely spot in Europe, after Taormina. The easiest way is by train to *Monistrol* (32 m. = 51 kilom.) in an hr. and a-half by express, 2 hrs. by slow train. Every train is met by huge omnibuses drawn by 6 mules, which take one up the wonderfully-made road to the monastery. Here one applies to the *Despacho*, who writes down the traveller's name and gives him the key of a clean whitewashed room. The restaurant is close at hand; there are three floors, the upper one for those who can pay 4 frs. a meal, the lower ones half that price. Tickets for 6 days by rly. and omnibus can be

taken in the Rambla, price, 1st class, 12-25 frs. The excursion can be made in one day; and though this is quite insufficient to see all the wonders of the mountain, it is well worth making by those who cannot afford a longer time. The extraordinary mountain *Mons Serrat*, where this monastery was built 1000 years ago, lies an isolated grey mass, about 24 m. in circumference, with a height of 3800 ft. Visitors should walk to the *Hermosura of S. Geronimo* at the summit of the mountain, whence a fine view of the province is obtained, extending from the Pyrenees on the N. to the Balearic Islands on the S.

At *VICH* (3½ hrs. by rly.) there is a fine cathedral, restored last century, a cloister of pointed architecture, and many houses of the provincial nobles.

1½ hrs. further by rly. is *BRIOLLON*, where the ruins of the *Convent of Santa Maria* deserve a visit. The church is one of the oldest specimens of Christian art in Spain. Here were buried the Counts of Barcelona, until the marriage of Ramon Berenguer IV. with Petronilla brought the crown of Aragon into his family.

The best ascents in the neighbourhood are those of the *Pico de Matagorda* from Aiguafreda (line to Vich), and

The *Agujas de Monseny* from Hostalrich (line to France) by Breda.]

c. *Tarragona*. (Pop. 24,178.)

A *British Vice-Consul* resides here. *Inns.*—*Fonda de Paris, F. de Europa*, on the Rambla, both good.

Theatre on the Rambla, small and second rate.

Harbour.—Safe and commodious vessels moor by stern ropes to the quay.

The *Mole* or *Pier* was chiefly constructed out of the ruins of the ancient amphitheatre. It makes a good harbour for the numerous vessels engaged in the coasting trade; the principal exports are wine, nuts, almonds, and oil.

Tarragona is a much more pleasant

and interesting residence than Barcelona. It consists of an upper and a lower town, or, as they are generally called, *Tarragona* and *El Puerto*. The lower town or port is bounded on one side by a line of bastions facing the river *Francoli*, the front and eastern sides being quite open or only enclosed by the barriers and gates established for purposes of octroi. The upper town is surrounded on three sides by elaborate fortifications, many of the outworks of which are being demolished. These towns are separated from each other by the *Esplanada*, a broad street running nearly E. and W., where are some of the best houses, and forming a fashionable evening promenade.

Tarragona contains in the walls of the upper town numerous specimens of the so-called *Cyclopean* or *polygonal constructions*, which have been thought to belong to a pre-Roman epoch. Large sections are on megalithic foundations; above comes Roman squared-work with stones usually, 2 ft. \times $1\frac{1}{2}$ \times $1\frac{1}{2}$, much of it *en bossage* with numerous mason's or quarry marks. There is a doorway in the form of a trapeze, not unlike a Celtic dolmen, near the modern gate *del Rosario*; a well discovered in 1438, more than 140 ft. deep, in the *Plaza de la Fuente* opposite No. 48, of which a model exists in the museum; and the bases of enormous cyclopean walls near the *Cárcel* or *Cuárel de Pilatos* (Pontius Pilate is claimed by the Tarragonese as a townsman). The edifice in which they occur is said to have been the palace of Augustus; it was half destroyed by Suchet, and is now used as a prison.

Close to the *Cárcel* is another gate, finer than that before mentioned, where a considerable extent of polygonal wall has been exposed in excavating for the construction of the *Paseo de San Antonio*, and the approaches to it. Many Roman remains have been found, but these have been greatly destroyed to furnish building materials; and fragments, undoubtedly of Roman architecture, exist in the Archbishop's palace, the cathedral cloister, and in many private buildings. In the

Parque de Artilleria opposite the military governor's house and the garrison barracks, is an octagonal Roman tower ascribed to Antoninus. At the back of the town, and forming part of the archbishop's palace and the town walls, is a curious square tower, built at three different periods, the Cyclopean, the Roman, and the Feudal.

The CATHEDRAL is a noble specimen of Gothic architecture, built between 1089 and 1131. The façade consists of a deeply recessed portal flanked by 2 massive piers. It rises to a triangle with a truncated point, and is richly decorated with 21 statues of apostles and prophets under Gothic canopies. The doorway is divided by a figure of the Virgin and Child, above is a representation of the Last Judgment. The interior is simple and serene; the font is a Roman sarcophagus from the palace of Augustus. The *retablo* is of Catalonian marble, the bas-reliefs being subjects illustrating the martyrdom of Santa Tecla, the patron saint of the city, whose festival is held on the 23rd of September.

The building contains many ancient tombs: behind the altar is that of Cyprian, a Gothic archbishop, 683; obs. those in the l. transept, in chests resting on stone corbels; the dates range from 1174 to 1215.

At the back of the Coro is the *Sepulchre of the Conqueror of Majorca, Don Jaime I.* His remains, and those of other royal personages, were originally interred in the Monastery of Poblet; but on its destruction in 1835 by the Carlists, they were removed here; the existing tomb was erected in 1854.

In the *Capilla del Sacramento* is the tomb of Archbishop Agustin, who died in 1586, leaving all his wealth to the cathedral. In the rt. transept near the *Altar del Santo Cristo* obs. the rude, antique ships and crosses let into the walls.

The chapel under the organ was erected in 1252 by Violante, wife of Don Jaime I., in memory of her sister, Isabel of Hungary.

The *Capilla de San Juan* and that of

San Fructuoso, a tutelar of Tarragona, ob. 260, were erected by Pedro Blay; another local tutelar and martyr is *San Magin*, who when alive dwelt in a cave. The *terno*, which, like that of Valencia, is said to have belonged to St. Paul's of London, is used at Easter. There is also some fine Flemish tapestry with which the pillars are hung on grand festivals. Amongst the tombs obs. near the altar that of Juan de Aragon, Patriarch of Alexandria, ob. 1384. Near the *Sacristia* is that of Archbishop Alonso de Aragon, ob. 1514: obs. also that, by Pedro Blay, of Archbishop Gaspar de Cervantes Gaete, who assisted at the Council of Trent. The allegorical statues are fine; especially those of Archbishop Pedro de Cardona, and of his nephew Luis, also archbishop, with the elegant scrollwork and children; finer still is that of Archbishop Juan Teres, under a Corinthian pavilion, by Pedro Blay.

The exquisite *Cloister* is a museum of antiquity and architecture. Amongst the sepulchral inscriptions are several of English soldiers who died during the Peninsular war; and the quarters allotted to the regiments billeted here are still marked on the cloister walls.

Immediately behind the Cathedral is the curious little Byzantine ch. of *S. Pablo*, erected, according to local tradition, on the spot (nearly the highest in the town) where St. Paul preached. The interior has been recently restored.

The *Museum* is very important. Amongst other objects it has several beautiful statues, all very imperfect. Bacchus and Venus occur frequently, also busts of Emperors of Antoninian times, mosaic pavements and fresco wall-paintings, and a very fine bronze of a slave holding a salver. The lapidary museum is rich in inscriptions. There is a four-sided stone or basis with inscriptions to Constantine, Cæsar, Licinius, and probably Diocletian, that once supported the table of the altar of *S. Tecla*, a remarkable little Romanesque church alongside the Duomo. There is also a room with fragments saved from Poblet,

with much of Don Jaime's monument. His sword is still in the main room of the museum, with curious charters on cotton of the 13th and 14th centuries.

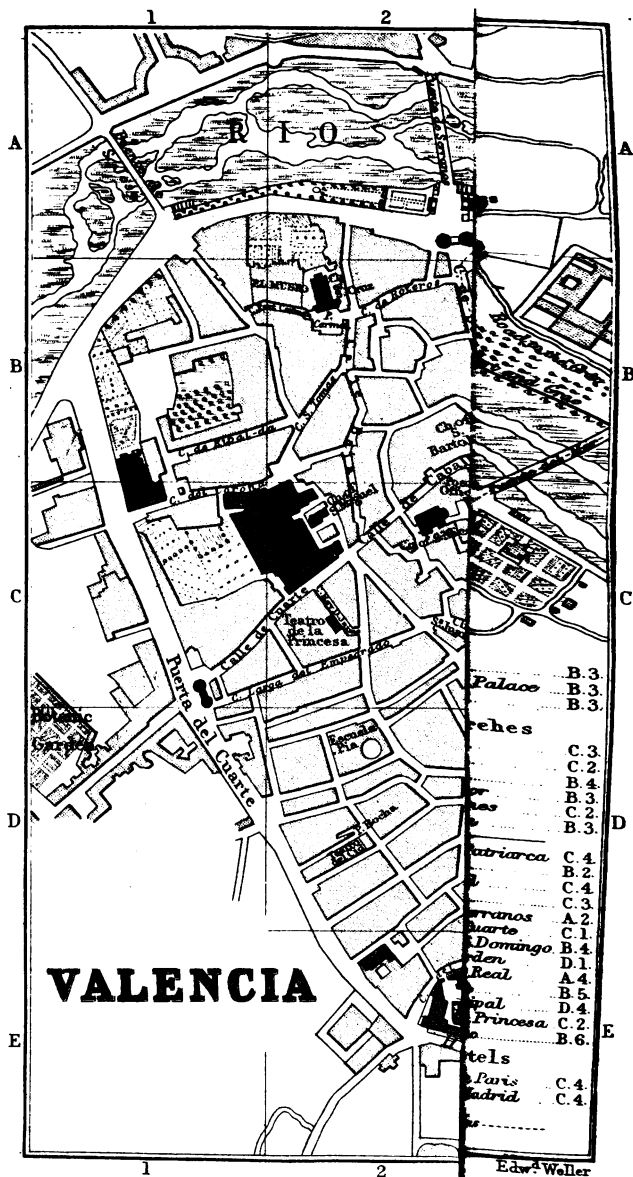
There are numerous pleasant promenades, the *Paseo del Olivo*, the *Bastion del Toro*, or *Paseo de Sta. Clara*, and the *Paseo de San Antonio*. On the last-mentioned is a fine marble Gothic cross; on the cross itself is a beautifully carved figure of the Saviour, whilst below are bassi-relievi of the Virgin and Child and 8 Apostles.

Without the gate of S. Antonio a few minutes' walk to the N.E. is a ruined fort, whence a remarkably fine view is obtainable. Here it was that the French effected an entrance.

The ROMAN AQUEDUCT runs partly underground from the Puente d'Armentara to the inner town, a distance of 20 m. The finest point of view is where it spans a valley, 3 m. from the town, on the road to Lerida. The arches are in a double tier, and have a character of lightness combined with solidity unusual in similar works; there are 11 below and 26 above; the loftiest rise to a height of 96 ft. It is called *El-Puente de Ferreras* or *del Diablo*.

[d. *Excursions in the Neighbourhood*.—Visit the Roman tomb called LA TORRE DE LOS ESCIPIONES, about 3 m. to the N.E., and a little farther on, the Roman arch of *Bara*, 6½ m. from Tarragona, and near *Vendrell*, the third station on the Barcelona railway. When Don Amadeo entered the province it was painted in his honour!

A far more interesting excursion is to the ruins of the *Monastery of Poblet*, the ancient burial-place of the Kings of Aragon and afterwards of the Dukes of Cardona, about 2 m. from Esplugas on the rly. to Lerida, where the Francoli river has its source, gushing out from a subterranean channel. The ruins of the monastery are very fine, especially the buildings around the beautiful cloisters. It was destroyed by the Liberals in 1835. The country around is rich and picturesque. A



visit to this place is well worth the lay required to make it. Artists could advantageously spend a few days here, and would be amply repaid by the architectural beauties of the ruins.]

On leaving Tarragona by sea we pass the mouths of the Ebro, which after a course of 370 m. enters the sea by a delta forming the island of *Buda*, about 20 m. below *Tortosa*; only vessels of light draught are able to pass the bars. Beyond is *Castellón de la Plana*, an uninteresting city 3 m. from the shore. The anchorage is entirely exposed to easterly winds.

e. *Murviédro*, the ancient *Saguntum*, now by a decree of the Cortes again called *Sagunto*, is now about 3 m. from its *Grao*, and has no good anchorage. It was a most celebrated city in Iberian history, and its capture and destruction by Hannibal gave rise to the second Punic war, and ultimately to the expulsion of the Carthaginians from Spain.

Its THEATRE is perhaps the best preserved specimen of a Roman theatre that exists anywhere.

Eleven miles farther south is the important city of

f. *Valencia*. (Pop. 142,057.)

British Vice-Consul (and Banker): Joseph Henry Dart, Esq.

Inns: *Hotel de Paris*, Calle del Mar; *Fonda de Madrid*; *Hotel Cuatro Naciones*; *Gran Hotel de Oriente*; *Gran Hotel de Europa y del Ferro-Carril*.

Means of Communication.—Frequent *Steamers* to *Marseilles*; to *Malaga*, *Alicante*, and *Cadiz*, three times a week; to *Palma* weekly, on Sunday afternoon. Direct *Railway* communication to *Madrid*, and with *Paris* by *Tarragona* and *Barcelona*.

For *steamers* of the *Cie. Transatlántica*, between *Port Vendres* and *Algiers* and *Oran*, touching here, see those places.

Vessels seldom *Coal*, owing to the cost, about 40 frs. per ton. There are no less than 400 English vessels per annum which come here, but the authorities put all the obstacles in

their power in the matter of coal, and steamers usually prefer touching at *Gibraltar* to fill up.

The curious *tartanas* or hackney cabs will attract the attention of the traveller; but let him beware of those without springs. A line of *Tramways* runs through the town.

The harbour known as *el Grao* is about 2 m. distant from the town, but is connected with it by a rail- and tramway. It is one of the finest in Spain, having an area of about 82 acres and a depth of from 17 to 27 ft.

Valencia was founded by the Romans in 140 B.C., taken by the Goths in 413, captured by the Moors in 712. It was taken by the Cid after a siege of 28 months, 1094-5; he burnt the chief Ibn Jehaf alive on the public *plaza*, where is now the fruit-market. In 1239 it was taken by Don Jaime I. of Aragon, and was subsequently brought under the Castilian crown by Ferdinand's marriage with Isabel.

Valencia is growing rapidly in commercial importance; it is the centre of the orange trade, and the country round produces rice and a considerable quantity of wine, which is eagerly bought up to supply the deficiencies in the South of France. The silk for which it was once so celebrated has fallen off greatly of late years, owing to a disease in the insect, produced, some think, by Peruvian guano. There are also other important industries, the chief of which is the manufacture of tiles in imitation of those of Minton, and glazed *azulejos*. Its streets are narrow and roughly paved, but the town is rapidly losing its distinctive character. Large houses and shops of the Parisian type are springing up, and the brilliant and picturesque costumes of its inhabitants have almost disappeared, and are hardly seen now even at the season of the bull-fights.

The city is almost circular in shape, and is bounded on the N. by the nearly dry bed of the *Rio Turia*, which is crossed by 5 bridges. The old walls have disappeared; two of the towers,

however, remain. The *Puerta de Seranos* and *El-Cuarte*, now used as prisons.

The CATHEDRAL, *La Seo*, though a very ancient, is not a striking or imposing building; and being surrounded by high houses, narrow streets, and irregular *plazas*, it is difficult to obtain a good view of it. It has gone through all the vicissitudes common to such edifices in Spain. It was begun in 1262, lengthened in 1459, and restored in 1760. There are three entrances; the most ancient is that of the *Apostles* in the *Plaza de la Seo*. It is Gothic in style, and has figures of the Apostles around its pointed arch and between the columns which support it, together with many other sculptured ornaments. The *Puerta del Palau*, opposite the palace of the archbishop, is the finest. It is Byzantine in style, and worthy of examination. On the frieze of the cornice which terminates it are 14 busts, 7 of men and 7 of women. This is in memory of the 7 couples who came here in company with the 300 maidens as wives for the conqueror's soldiers, to repeople the town. The principal entrance is in the Plaza del Miguelete, and was built according to a bequest in 1703. It is as bad as it can be.

The *Cimborio* or central octagonal dome is richly decorated exteriorly. It was probably intended to add a spire of some kind to the octagon, and thus completed, it would have been a noble central feature to the church.

The interior of the building is better than the exterior; it bears evidence of having been constructed at many different epochs, and is richly adorned with the finest marble.

The *Capilla Mayor* is particularly rich and costly in its decoration, and the painted door panels behind, by pupils of Leonardo da Vinci, are very fine. Between the two middle pillars to the rt. of the altar are preserved the *shield* and *spur* of Don Jaime I., with his horse's bit, a highly treasured relic of the monarch who conquered Valencia from the Moors. The chapels around the nave contain many indifferent but

some very good paintings. The best are those in the Sacristia, by Ribalta, Juanes, and Julio Romano. There also may be seen a magnificent ivory crucifix, believed to be by Michael Angelo, but valued especially as having been the property of San Francisco de Sales.

In the *Relicario* is an object greatly venerated by the Valencians, and which they firmly believe to be the cup with which our Saviour instituted the Lord's Supper. The *Sagrado Caliz* is said to have become the property of Chus, treasurer of Herod the Tetrarch; it was given to St. Peter, and by him taken to Rome. In 285 Pope Sixtus II. before his martyrdom, charged San Lorenzo with this precious relic, who sent it to his native country Huesca. After many other vicissitudes it found its resting-place here. It is of ardonyx set in mediæval goldsmith's work, and can be seen by an order from the dean. There is also a *shirt of the infant Jesus*, an *arm of St. Luke*, and a *picture of the Virgin*, said to be by him.

The *ternos* and *frontales* are magnificent; some of the latter belonged to St. Paul's in London, and were purchased when the decorations of that church were sold by Henry VIII. They are placed on the high altar every Saturday to Wednesday in Easter week. There is also a missal, said to have belonged to Westminster Abbey.

A small door at the extremity of the nave to the l., gives entrance to the SALA CAPITULAR or chapter-house. This is a fine Gothic building of the middle of the 14th century. It was originally intended to form part of a theological college. Opposite the entrance is a florid Gothic altar with a fine crucifix, the work of Alonso Cano. In the cupboards is kept the musical library of the cathedral. On the walls is a collection of portraits of the archbishops of the diocese, all ideal, and probably none earlier than the 17th century. Amongst them are those of the two Borgia Popes, those of several Borgia Cardinals, all Archbishops of the see, and that of Cæsar Borgia.

who, when quite young, began life as Cardinal Archbishop of Valencia. Here, also, is the chain which used to guard the port of Marseilles (see p. 466), and the instrument with which it was broken by D. Alfonso V. in 1423. An explanation of this interesting trophy hangs on the wall below it.

The best works of art in the Cathedral are the alabaster sculptures in the trascoro, of beautiful Italian Renaissance, 1466.

The cathedral tower *El-Miguelete* is an isolated, octagonal Gothic belfry, 162 ft. high, from the top of which an admirable view is obtained.

To the N. of the Cathedral is the beautiful chapel of NUESTRA SEÑORA DE LOS DUEÑOS, Our Lady of the Unprotected. This contains an image of the Virgin, which has ever been regarded with the utmost reverence and affection by the Valencians. It is kept in a niche above the high altar. Her diadem, robes, and every part of her body, are covered with a mass of the most precious jewels, contributed by all the successive sovereigns and distinguished personages in Spain. It is frequently exposed for the adoration of the faithful, but it is not then clearly seen; the sacristan will exhibit it at any time when service is not going on.

The COLEGIO DEL PATRIARCA was founded by the *Beato Juan de Ribera*, son of the Duke of Alcalá, Viceroy first of Catalonia and then of Naples. He was 42 years archbishop of the diocese, with the title of Patriarch of Antioch; and also held the offices of Captain-General and Viceroy. He died in the beginning of 1611, and is buried here.

It contains a magnificent collection of pictures of the Valencian school, especially of *Ribalta*. The high altar is a fine work in marble and jasper; on it is a superb "Last Supper" by *Ribalta*.

The daylight is purposely excluded, and at 10 A.M. every Friday there is a very curious ceremony practised here. The picture over the high altar descends by noiseless machinery to the

music of penitential psalms, and a *tableau* of the Saviour dying on the cross takes its place. Ladies are only admitted to the chapel, not to the college, and they are expected to attend the Friday's service in black dresses and mantillas; bonnets and hats are strictly prohibited.

In the *Relicario* is a fine ivory and bronze crucifix of Florentine work; and both the *Sala Capitular* and the rector's lodgings contain some fine paintings by *Ribalta*, *Juanes*, *Stradunos*, and others.

The Church of *San Nicolas* was originally a Moorish mosque. *Alfonso Borgia*, who became Pope under the title of *Calixtus III.*, was curate here, and his medallion is placed over the principal entrance. In the sacristy is a fine chalice presented by him. There are a great many paintings by *Juan de Juanes*; the two finest are a *Last Supper* over the altar to the right of the high altar, considered his masterpiece; and in a *Relicario* in the sacristy, a *head of the Saviour* on one side and *one of the Virgin* on the other. These are usually kept shut up, but will be shown by the sacristan. On the altar to the left of the high one are some fine enamels. Many of the pictures shown as by *Juanes* are evidently the work of an inferior hand, probably by his pupils.

Opposite the Lonja is the church of the *Santos Juanes*, richly but heavily decorated in plaster and fresco.

In the *Capilla del Capítulo* supported by four light and graceful pillars, *San Vicente Ferrer* took the cowl. His chapel is richly decorated with marbles, jaspers, and agates.

In *San Salvador*—once, it is said, a Moorish mosque, now decorated with magnificent monolithic columns of red marble—is a miraculous image, called the *Santísimo Cristo del Salvador*. Many traditions exist regarding it; one is that it was made by *Nicodemus*, and that it found its way here from *Beyrout* alone, like the house of *Loreto*. Over the door of the ch. of *San Martin* is an equestrian statue of the saint dividing his cloak with a beggar.

There are many other churches, nearly all of which contain something of interest and beauty.

The most interesting building in the city is that now occupied by the *Audiencia* or Court of Justice, formerly the *SALON DE CORTES*. This assembly, named *Diputacion del reino de Valencia*, was created by D. Pedro II. in 1383, and finally abolished by D. Philippe V. of Castille in 1707. Externally the building is of the Doric order, but not of the finest style. The windows of the salon are ornamented with pediments, and were divided into three lights by slender marble columns, which no longer exist. Above the frieze is an iron balcony, and the whole is crowned by a stone balustrade, surmounted by balls and pyramids.

The basement story, raised a little above the ground, originally contained one large hall or waiting-room, now divided off into several public offices. The ceiling is sumptuously carved and gilt in the *estilo plateresco*, a mixture of the Renaissance with the geometric designs and honeycomb pendants of Moorish architecture. It is in an admirable state of preservation.

The *Salon of the Cortes* occupies the whole of the story above this. It is entered by a Doric doorway of native jasper, above which are two marble busts; on the corresponding portion of the interior there are two more; and though no inscriptions exist to indicate whom they are intended to represent, it has been suggested that they are meant for D. Pedro II., who created the *Diputacion*; D. Alfonso III., who remodelled it; Ferdinand the Catholic, who authorised the construction of the building; and D. Philip I., in whose reign it was completed. Above the cornice of the doorway, on the inside, are three fresco paintings by Zarifena. The central one represents the Virgin and Child, with an angel on each side, worthy of Titian, in whose school he studied. On the rt. is a representation of St. George and the Dragon, and on the l. an angel

holding the arms of the city. These three subjects, singly or together, are repeated all over the building—in metal outside the door, painted on the large frescoes, and carved in the gallery.

The lower part of the walls has a dado of modern tiles quite unworthy of the building. Above this every available part is occupied by fresco paintings, representing the members of the Cortes assembled in session. The space to the l. of the door contains portraits of the deputy, the accountant, the administrator and the treasurer, clad in their splendid robes. This is without signature, and is likewise attributed to Zarifena. Continuing to the l. are three pictures encompassing the dais at the head of the room. The first is that of the *Bras Ecclesiastich*, as it is called in the inscription. Here are figured the Archbishop of Valencia, the Master of the knightly order of Montesa, the Bishops of Segorve, Tortosa, and Orihuela, in their robes, mitres, and pastoral staffs, besides other ecclesiastics and members of military orders. There is nothing to indicate the author's name; it is generally ascribed to Zarifena, but some have thought it must be by Francisco Ribalta, and quite worthy of his talent.

The compartment next to this, and at the head of the room, bears the inscription, "*Sitiada del Señors Diputats de la Generalitat del Regne de Valencia*," and represents six deputies seated. To their rt. are the three *clavarios* or treasurers; and to the l. the assessor and the syndic, who assisted at all the public acts of the deputies. On a slip of paper, hanging over the edge of the *clavario's* table, is the name of the artist, "*Cristoval Zarifena, 1592.*" This painting has been much injured by damp, and has been badly restored.

To the l. of this picture, and opposite to the ecclesiastics, is one marked *Estrenuo Bras Militar*, or military estate. It represents 40 figures seated in four rows on chairs of black velvet. The third in the second row has a scroll in his hand, with the letters

F.R.F., which has been taken to mean *Francisco Rivalta fecit.*

The three remaining panels depict the procurators of the 33 cities and villages represented in the Cortes. These also have been attributed to Rivalta. The most remarkable figure is that of a porter, in the middle panel, entering with a book in his hand. This is as good as anything ever painted by Rivalta.

Between the two front windows, looking into the Calle de Caballeros, is a figure representing Justice.

All round the room, above the paintings, is a narrow cloistered gallery, most sumptuously carved, even on the ceiling, which is not seen from below. It is supported on consoles, or caryatides placed pretty close together, also elaborately carved, the interspaces being filled up with coats of arms, busts of the kings of Aragon, and memorable incidents in sacred and profane history, some of them very much the latter. The columns and balustrade of this gallery are also richly carved, and the whole forms a sort of cornice to the walls.

The ceiling is even more elaborately sculptured than the gallery. It consists of 21 square compartments, in the centre of each of which is a honeycomb pendentive. On the third column of the gallery is an oval cartouche, with the inscription, *Acabose año 1561.*

The wood is pine, and it is said to have been obtained from the forests which once surrounded Valencia, but which have long since disappeared. Time has toned down the colour to that of the richest oak.

An order from the President of the Court is required to ascend to the gallery, but this is easily obtained on presentation of a card. Its ceiling is worthy of the most minute examination. The traveller should continue to ascend the narrow winding staircase which leads to it. This will take him to the roof, from which there is a fine view of Valencia.

Leading from the market-place, a very busy and pleasant sight in the morning, is the Lonja de la Seda, or

Silk Exchange, a beautiful Gothic building of 1482, very similar to that of Palma, and, like it, one of the best specimens of civil architecture of the Middle Ages. It has the same spirally fluted column, without capitals, branching out on the roof like the leaves of palm-trees. It is divided into 3 aisles by 4 free columns, and an engaged one at each end. There is also a series of engaged columns along each side of the hall. There is a very curious corkscrew staircase leading to the upper rooms. Its construction will be best seen by looking up the central whorl. The exterior architecture will be well seen by entering the Patio behind. On one side of the central tower is the great hall, on the other the public rooms, and above these an upper story with an open arcade. Obs. the windows, gargoyles, and coronet-like battlements, below which is a frieze of medallions with heads. This building is used as a military post in the morning, and as an exchange in the afternoon.

THE MUSEO.—On the suppression of religious establishments in 1836, the *Convento del Carmen* was appropriated for the *Accademia de las Bellas Artes*, and the lower rooms and cloisters as a *Museum* for the reception of the paintings and antiquities from the various monasteries, &c. The ch. was allowed to remain for the use of the parish. The galleries contain a vast number of paintings, the majority of which are quite worthless, but there are also some excellent specimens of the Valencian school, the chief painters of which were:—

JUAN DE JUANES (*Vicente Juan Masip*) (1523–79). Represented by the *Coronation of the Virgin*, the most beautiful of all his works. It is behind a curtain. It belonged to the Jesuits. Also an *Ecce Homo*, a *Christ*, *The Last Supper*, *The Assumption*, a very fine *Conception*, and *The Descent of the Holy Ghost*—all pictures of the highest merit. He is called the Spanish Raphael.

P. NICOLAS BORRAS, a monk, who lived about the same time. There are

upwards of 40 of his works, the best being a *Holy Family*, a *Last Supper*, *Hell* and *Purgatory*.

FRANCISCO RIVALTA, 1551 to 1628. Studied with great success under Raphael and his contemporaries. His best works here are the *Crucifixion*, painted when 18 years old, *San Francisco*, a *Conception*, and a *St. John the Baptist*.

JUAN RIVALTA, his son, a *Crucifixion*, and a *San Vicente Ferrer*.

JOSÉ RIBERA, or the ESPAGNOLETTO, 1588 to 1656. He went young to Italy and never returned to his native country, though many of his works are there. He painted religious pictures of a gloomy and horrible character. Two of his works are here, a *St. Paul* and a *SS. Sebastian and Teresa*.

JACINTO GERÓNIMO ESPINOSA, 1600 to 1680, a very highly esteemed painter in Valencia, is represented by a *Communion of the Magdalene*; *passages in the life of San Luis Bertran*, and the *Apparition of Christ to St. Ignatius* and the *Virgin de la Merced*.

PECHO ORRENTE, 1560-1644. A painter who combined pastoral with religious subjects. None of his works in this style are in the Museum, but there are two *Gerónimos*, and the *Apparition of an Angel to San Francisco*.

CRISTÓBAL ZARINENA is not represented here (see p. 508).

There is a very large *Plaza de toros*, in which bull-fights take place all summer, and sometimes even as early as the month of April. The traveller will do well to protest against this sickening spectacle by his absence from it.

The traveller should not fail to see a most interesting and unique institution which has been in force since the Moorish occupation, when, as in all Mohammedan countries, summary justice was administered at the gate. This is the "*Tribunal de las Aguas de Valencia*," which is held in the *Plaza de la Constitución* at the Apostles' gate of the Cathedral every Thursday in the year at midday. The members of this tribunal are simple peasants,

elected by the owners of irrigated land in the neighbourhood. They exercise summary justice without formalities, written procedure, or the intervention of lawyers in any way; they take cognizance of all matters connected with irrigational works, right of property in land, distribution of water; they inflict such penalties as may seem to their simple judgment right and proper, and from their decision there is absolutely no appeal.

There are many agreeable *promenades*: such as the *Jardín Botánico*, the *Jardín de la Reina*, the *Gloria*, and the *Alameda*.

[*g. Excursions in the Neighbourhood*.—The traveller should not fail to make an excursion to some of the ORANGE GARDENS in the vicinity; in no part of Spain or of the world are these to be seen in greater perfection. This visit will be especially delightful if it can be made about the month of April, when the trees are still partly covered with last year's fruit, and a mass of fragrant blossom. He cannot do better than take an early train to *Alicia Station* (distant 23 m.), and return to Valencia in the afternoon; he can hire a *Tartana* at the station in which to drive about from one garden to another, and he may picnic under an orange-tree, or in a house where the fruit is being packed, sure of a hearty welcome wherever he may go. The town of ALICIA is rather an important one, situated on an island formed by the Rio Júcar, and lately fortified against the Carlists, who menaced, but did not venture to attack, it during the last war.

The district is called *La Ribera*. The soil seems to be pure sand, but under the fertilising influence of the water of the Júcar, distributed all over the country in irrigational canals constructed by the Moors, it is of astonishing fertility. A writer on many places is apt to describe the last beautiful spot he sees as the finest, but no one will venture to say that he has seen orange-groves in greater perfection, or tasted more luscious fruit than in the *Fruca* or *Vilella* around Alicia. A

visit should certainly be made to some of the packing-houses, either in the town itself or in the neighbouring plantations. The operation, principally performed by girls, is most interesting. During the season of 1878-79 no less than 1,500,000 cases were exported by sea from Valencia, two-thirds of which went to England, and in addition to this a vast quantity were sent to other parts of Spain, and loose, in railway-waggons, to France.

Other excursions may be made—

To the *Lake of Albufera*, 8½ m., near the *Silla Station*.

To *Burgasot*, N.E., where are some curious Moorish *Mazmorras* or caves used for storing grain.

To the suppressed convent of the *Cartuja de Portaceli*, in the hills near *Olocan*, 15 m. distant.]

The southern limit of the Bay of Valencia is *Cape S. Antonio*. This is high and steep on the sea face, and is the nearest point on the mainland to the Balearic Islands. The coast is now bold and rugged. One mountain, the *Cuchillada de Roldan*, is very remarkable, and makes an excellent landmark. It has on its western summit a deep cut or gap, from which it derives its name, "The Cut of Roldan."

We now arrive in the BAY OF ALICANTE, comprised between Cape *Santa Pola* on the S., and *C. de las Huertas* on the W.: it is 10 m. long, and 3½ deep.

h. Alicante. (Pop. 35,551.)

Brit. Vice-Consul: J. W. Cumming,
Esq. Consul U. S. A.: William Leach,
Esq.

Inns: *Fonda Bossio*, one of the best in Spain, and very moderate, situated at the head of the Paseo de Mendez Nuñez; *Fonda del Vapor*, and *Fonda de la Marina*, facing the Alameda.

Means of Communication.—The Spanish steamers of the *Segovia Cuadría y Compañía*, between Seville and Marseilles, touch here, going both ways every Tuesday.

French steamers of the *Cyp. Fabre* [*Mediterranean*.]

et Cie., between Alicante, Cette and Marseilles, run weekly.

There is also a weekly steamer of the *Compañía Hispano-Francesca*, between Alicante and Cette, touching at Valencia and Barcelona.

The *Línea de Vapores para Argelia* has one steamer direct to and from Oran, Tuesdays and Fridays, and another direct to Algiers the 4th, 14th, and 24th of each month, returning the 7th, 17th, and 27th. In 1879, 109 British vessels entered the port.

Coal abundant; cost from 43 to 46 frs. per ton.

Railway Communication with Madrid, and with Valencia, &c.

Alicante occupies the site of the ancient *Lucentum*. It has few historical associations, and little in itself to tempt the modern traveller. It is an open town, situated along the shores of its spacious bay, and at the foot of an amphitheatre of hills as bleak and arid as any to be met with on the shores of the Red Sea. The highest of these is a bold, overhanging peak to the E., 400 ft. high, crowned by the fortress of *Santa Barbara*, commanding a fine view. An order to see it is required, and can be obtained from the Military Governor. This was attacked by the Communists from Cartagena in 1873, but after a few shots had been fired into it from the *Numancia* with half-a-dozen casualties, they retired and left it in the hands of the Republican troops (see Cartagena). To the N. of the town on the *Cerro de Tossal* is the ruined fort of *San Fernando*, now quite abandoned.

The Ch. of *San Nicolas* was founded in 1616; it has a fine portal. That of *Santa Maria* is the next best. It was an Arab mosque, changed into a ch. in 1265, burnt down in 1448, and subsequently rebuilt. In the ch. of the Convent of *Santa Faz*, half an hour's drive N.E. from the town, is kept the sacred napkin or *Sudario*, one of the three which St. Veronica used to wipe the Saviour's face on the way to Calvary.

The principal promenades are the

Alameda or *Paseo de los Martires*, and the *Paseo de Mendez Nuñez*: the latter is in the town, the former extends along the sea face, and consists of a double walk shaded by palm-trees, the most attractive feature in the town. It derives its name in memory of the 24 political prisoners shot by order of General Roncali, on account of a pronunciamiento against the Government of Narvaez, on the 8th March, 1844. Every year on that date a civic procession commemorates the fate of these "Martyrs to Liberty."

The *tobacco factory* is deserving of a visit. It employs about 4000 women.

So badly was the town supplied with drinking water, that an engine had to be erected for the purpose of distilling a supply from the sea. Now pipes have been laid down to Alcoraya, whence a plentiful supply is obtained. Water costs about 5 centimes per cantar of 10 litres. The supply of town water is bad in quality, and exceedingly limited in quantity.

Two large petroleum refining works are in course of erection. The crude oil is imported from the U. States, and will be refined here.

The *Harbour* is formed by two moles, one projecting S. and S.W. for 2200 ft., and the other E. for 1800, thus enclosing a space about a mile in length, half a mile in breadth, and with a depth of from 6 to 28 ft. Vessels can lie here, and load moored in tiers alongside the mole. Unfortunately all the drains of the town empty themselves into it, and the stench is at times quite overpowering. The principal exports are almonds, wines, liquorice-root, and saffron. The export trade appears to have deserted this port. Salt cod from Newfoundland and Norway is imported in large quantities.

The *Huerta of Alicante* is a district some distance to the N., fertilised by the waters of the *Pantano de Tibi*. It ought to be much more productive than it is, but for the severe and prolonged droughts which occasionally occur. The farmers are nearly ruined

by the persistent drought, and many of them have emigrated to Algeria.

[i. The most interesting excursion that can be made from Alicante is to *Elche*. Carriage for 8 persons costs 5 dollars, and the journey of 12 m. occupies about 2 hours.

The drive out is over a flat, dusty, and inexpressibly dreary country, which may be stimulated into fertility by heavy rain, but whose normal condition is hardly better than the desert of Sahara. As one approaches *Elche*, things begin to improve. The ground is all laid out in small fields, arranged for artificial irrigation. Only the water apparently is wanting to complete the operation. Still the numerous olive and almond-trees do pretty well without it, and occasional straw-stacks seem to indicate that there must have been something like a harvest during the previous year.

Elche itself is an important town of 19,000 inhabitants,* situated in an oasis of palms, as perfectly Saharan as if it had been transported from Biskra or El-Aghouat. Vines, pomegranates, madder, and green crops are cultivated below the date-trees, and the whole is irrigated by the copious streams of the *Vinalapo* river, and the *Pantano*, or artificial lake situated 3 m. off. The scene is extremely beautiful in itself, and doubly interesting as being the only place in Europe where palms grow in anything like considerable numbers. Here, one would say, there were tens of thousands of trees. It is a disappointment to be told that the fruit is worthless, and only fit for cattle. Still the leaves, which are bleached and used for Easter ceremonies, produce a considerable revenue, each one selling for about half a peseta.

Tolerably good accommodation can be obtained at the only Inn the place possesses, the *Posada del Sol*.]

To get from Alicante and *Elche* to Cartagena by land one has to pass through *MURCIA*, which is a large and pleasant town with a fine Cathedral, and quite worthy of a visit. The *Fonda Francesa de Europa* is a good house.



Spain, South Coast.

HUELVA

Seville

Cádiz

Strait of Gibraltar

English Miles 0 20 40 50

John Murray

Man: John Murray.

quitting Alicante, a vessel between Cape Santa Pola and that of Tabarca, the navigable being not less than 2 m. in

Island was formerly called Tabarca, and having been peopled by a tribe of Tabarcans, carried off into slavery after the capture of Tabarca, on the African coast, by the Tunisians in 1575 (see p. 28), and subsequently re-occupied by the King of Spain, the name has gradually changed to that which it now bears. It is 2½ m. in length and one in breadth, and contains the ruins of a town and castle. It is now only occupied by fishermen.

rtagena. (Pop. 75,901.)

Vice-Consul: W. Milvain,

*Grand Fonda del Univers;
Francesa.*

of Communication.—The Spanish lines of steamers (see above) touch here occasionally. The *Transatlantique* has steamers leaving Oran every other Friday, and Marseilles every other Sunday (see above).

els can *coal* here ; cost, 37 frs. per

way Communication with Madrid and with Alicante, Valencia, Palma, &c., to the E., and with Seville, Granada, Malaga, &c., to the W.

reaching Cartagena the coast is
ingly picturesque. The bold,
ountains show no sign of vege-
ife, but the smoke of many fur-
reminds us that the country is
s the richest in mineral wealth
ope.

r doubling the island of *Escom*
surmounted by a lighthouse.
n appears in front, at the end
deep bay, crowned by the pic
ruined castle of *La Concepcion*.
high hill to the rt. is the fort
Tuklan; on that to the l. is that
Galeras; and farther off that of
a. Every salient point below is
ed by a defensive work of con-
siderable strength, connected with the

ports above by elaborate systems of covered ways.

A long breakwater from the eastern shore, and a smaller one from the western side, protect the inner harbour from the only winds to which it was exposed, those from the S.

Cartagena, *Carthago Nova*, was founded by the Barca family of Carthage. It was the most important seaport they possessed in Spain, and became their great military arsenal and commercial entrepot. It continued to flourish under the Romans, who fortified it, and called it *Colonia Victrix Julia*. The place was almost destroyed by the Goths, who were not a naval people. During the 17th cent., when the navy of Spain was in its most flourishing condition, Cartagena contained about 60,000 inhabitants; but it gradually sank in importance, notwithstanding the efforts of successive sovereigns to restore it to its former state of prosperity.

After the abdication of King Amadeo in Feb. 1873, when the Republic was proclaimed, Cartagena declared itself a separate canton, in opposition to the government of Madrid in July. Roque Barcia, General Contreras and Antonio Galves placed themselves at the head of the movement, and formed a federal Government. They coined money, seized the Government ships in the harbour, and everything of value belonging to the State on which they could lay hands, but respected private property. An army of regular troops of the Spanish Republic besieged Cartagena, and after a siege of 6 months, aided by treachery in the rebel garrison, took possession of the place. The cantonal chiefs fled to Algeria on board the *Numancia* and another vessel.

This port is the largest in Spain after Vigo, and the best and safest on the Mediterranean coast. It is one of the three arsenals of Spain, the other two being Ferrol and San Fernando. The basins, foundries, building-yards, rope manufactories, &c., are all on a large scale; and there is a floating dock, capable of taking in the largest

ironclada. An order to see the dockyard may be obtained from the Secretary of the Captain-General. There has recently been much improvement in the city, the streets have been paved and many new buildings erected. A very fine quay has been constructed along the sea face of the town, by which an immense space of ground has been recovered between the sea and the base of the ancient ramparts, and vessels are now able to lie alongside the mole.

The traveller should by all means ascend to the top of the ruined CASTILLO DE LA CONCEPCION, which dominates the city. It was anciently a Roman fortress, added to by the Moors, and partly pulled down by the Spaniards in 1868, for no other purpose than to provide work for the inhabitants. The masonry in the central portion is of the finest Roman cut stonework. The view from the summit is magnificent. The whole country lies stretched out at the traveller's feet as if it were a map. In front is the entrance to the harbour, bristling with fortifications. To the right the arsenal and dockyard, dominated by the fortresses of *Galeras* and *Atalaya*. Behind, the *Almajar*, stretching away towards Murcia, and dotted with numerous thriving villages. Continuing to the rt., we see in the foreground of the town the great *Hospital de la Caridad*, originally the foundation of a poor old soldier, now one of the richest establishments of its kind in Spain, though supported by voluntary contributions. It is capable of receiving 600 patients, and it well merits a visit. An order to inspect it can be obtained from the President of the Hospital. Beyond this is the picturesque old fort, on a rugged isolated rock, *Castillo de la Mora*, below it the bull ring, and completing the circle, and returning to the entrance of the harbour, several lead mines and a number of smelting furnaces and flues. The traveller may wonder at seeing a tall chimney high up on a hillside, a thousand metres from the furnaces below. This is to prevent any waste of the metal in a state of vapour. The lead

is smelted below, the smoke is led up a long inclined flue to a distant chimney, so that any of the precious metal in a state of vapour may be sublimated during its passage.

We have before stated that this is the richest mineral district in Spain.

Manganiferous iron ore is worked most extensively in the Sierras a few miles from the city, and a large number of people are employed in extracting and transporting the mineral. Some of it is very rich in Manganese, and is much prized for the manufacture of *Spiegel-eisen*, for which purpose it is exported to Great Britain, France, and the United States. Upwards of 300,000 tons *per annum* are exported. The ore with the largest proportion of Manganese lies nearest the surface.

Argentiferous lead ore is found under the iron; large quantities of coke are imported from England, and the ore is smelted on the spot; the pig lead is largely sent to Great Britain.

At some mines, near the terminus of the steam tramway to La Union (Pop. 22,000), the workings have been carried to a depth of 260 metres; but even at this depth it is found that old Roman workings exist, and Roman coins have been found.

Beyond La Union no means of traction exist. Mules and donkeys convey the ore and pig lead over execrable roads, and take back coke and provisions for the mining population. It is pitiful to see the sufferings of the poor creatures.

There is also a large trade in Alpha grass at Cartagena.

The CATHEDRAL is situated not far from the old Castle of the Conception. It was built in the 13th centy., on the ruins of a Roman temple. Parts of the foundations are still visible in deep trenches cut within the outer precincts; and two shafts of immense columns are pointed out, one within the ch., called the *Columna Prætoriana*, and the other in the back yard, of similar dimensions, called the *Columna of the Martyrs*.

The Cathedral itself is an unpretending building with a plain groined

roof. The reredos of the high altar is of richly carved and gilt wood. It contains two chapels; that of the Duke of Veragua, the descendant of Christopher Columbus, is hung with fine old tapestry, containing the escutcheon of the Navigator, and birds and flowers, supposed to be those of the New World.

The chapel of the four saints of the city—Leandro, Fulgencia, Isidoro, and Florentina—contains a black Virgin and Child.

On leaving the Cathedral, and between it and the old castle, is the house occupied by the saints in question during their lifetime, now church property, and marked by an inscription on a marble slab bearing date 1592.

There is a curious old tombstone in the Cathedral, ornamented with the representation of a naval action. It is that of "Josephuo de Langon," a knight of St. John, killed by the Turks at Oran in 1710. This was probably during one of the actions which resulted in the abandonment of Oran by the Spaniards.

Although Cartagena is a clean and prosperous-looking town, none of the buildings have any pretensions to architecture, and there are no antiquities except a few Roman inscriptions built into the wall of the *Ayuntamiento*, near the marine gate.

[About 35 m. from Cartagena, and 5 m. from the rly. stat., are the celebrated hot sulphurous baths of ABOHENA, greatly frequented by people suffering from rheumatic and cutaneous affections.]

m. Almeria. (Pop. 40,030.)

Inns: *Fonda del Siglo*; *F. Francesa*.

The port is safe, and vessels of 2000 tons can lie alongside its commodious mole, and can discharge or take in cargo at the rate of 300 or 400 tons a day.

This is the capital of the district, by no means a very rich or prosperous one. At *Adra* the sugar-cane grows. Oranges, lemons, and many other fruits are abundant.

The town of Almeria is situated in a valley formed by two hills, crowned by a castle or *Aloazaba*. It is sur-

rounded by high walls of a picturesque appearance, which, with their *cubos*, or square towers, are excellent specimens of Moorish military architecture. The forts still remain, but the *Alcazaba* is in ruins.

The only object of interest is the *Cathedral*, which partakes of the character of the fortifications. Four massive towers are placed at the angles, and the walls are crowned with battlements.

There is a very rich mining district close to Almeria; and large quantities of fruit are shipped to England and the U.S.

The annual number of British vessels entering the port is 145, with a burden of 106,000 tons. The principal exports are—Grapes, 400,000 barrels; esparto grass, 20,000 bales; iron, zinc, and lead ores, 50,000 tons; argentiferous lead ore 5,000 tons annually.

[n. *Excursions*.—To the baths of *Alhamila*, 7 m., which are said to possess valuable qualities. Poor accommodation.

To *El Cabo de Gata*, the Cape of Agates, 15 m. S.E., formed of crystals, spars, agates, &c.

To the marble quarries of *Macael*, 25 m. N. in the Sierra Nevada. These splendid quarries, which supplied the Alhambra, the patios of Granada, Seville, &c., are now hardly worked.]

o. Malaga. (Pop. 116,143.)

British Consul: Richard Wilkinson, Esq.

Inns: *Fonda de la Alameda*; *F. de Londres*; *Hotel Lertora*; all on the Alameda. *F. Victoria*; on the Mole, and several second-rate Spanish *Casas de Pupilos*.

There is an *English Consular Chaplain*, and divine service is performed in a room at the Consulate. The *English cemetery* is situated to the E. of the town. It is used by Protestants of all nationalities, and is kept up in the most creditable manner, beautifully planted with flowers and shrubs. It was the first Protestant cemetery permitted in Spain. The original po-

tion is very small, and is still enclosed within walls and iron gates. An inscription records the concession of it to Mr. Mark, the Consul in 1830. The first Englishman buried here was Captain Boyd, one of the 49 patriots mentioned lower down.

Means of Communication. — Two lines of Spanish steamers sail twice a week (Wednesdays and Saturdays) for Marseilles, calling at Almeria, Cartagena, Alicante, Valencia and Barcelona. A steamer of the *Compagnie Transatlantique* communicates fortnightly with Oran.

There is also communication with the U. S. weekly by means of the *Anchor* and other lines of steamers.

Railway Communication with almost every part of Spain. A new but dreadfully slow line has been opened to Lisbon by Cordova, Belmez, Almorchon, and Badajoz.

Visitors wishing to see the environs of Malaga can avail themselves of the earlier trains, alighting at Cartama, Pizarra, Alora, or Bobadilla, and returning by the evening trains. There are numerous diligences, and saddle horses can be hired at a moderate rate.

Malaga is situated at the S.E. corner of an extremely fertile *Vega*, 18 m. long by 9 m. broad, where the sugar-cane and most tropical plants thrive luxuriantly. The eucalyptus has been introduced with success, and considerable plantations have been made, notably at the railway station of Cartama, once exceedingly unhealthy, and now much more salubrious, owing to this health-giving tree. Some of the finest orange-groves in the world are to be seen within an easy distance of the town.

It is the capital of its Province, the residence of civil and military governors, and the see of a bishop.

The climate is exceedingly good and equable: it was much frequented by invalids until the superior attractions of Algiers withdrew so many to Africa. Rain falls on an average

during 29 days in the year, and in some years, to the despair of the cultivators, the quantity is hardly appreciable. What greatly militates against its becoming a favourite winter resort is the want of pleasant environs and country houses; invalids have no alternative but to live in town.

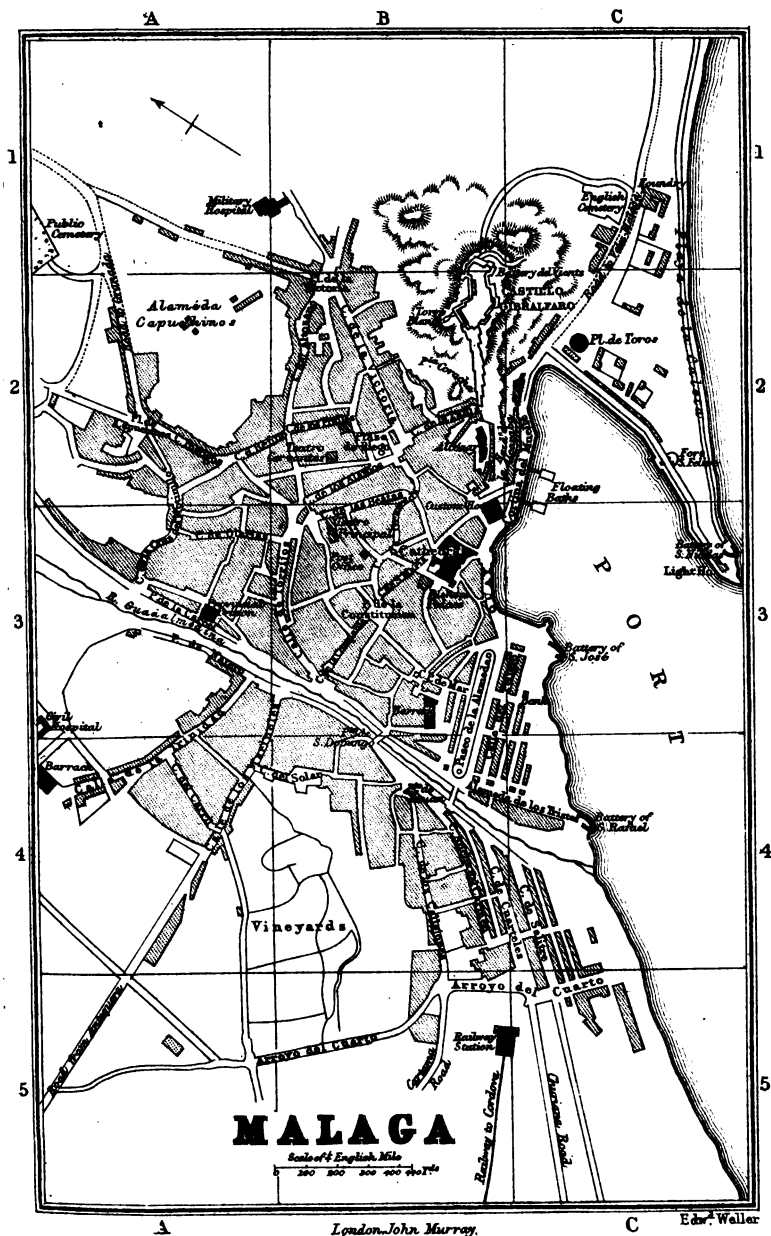
It was taken by the Moors under Tarik in 710, and recovered by Ferdinand I. in 1487 after a dreadful siege. He broke every pledge, and followed up his triumph by confiscations and *autos da fé*.

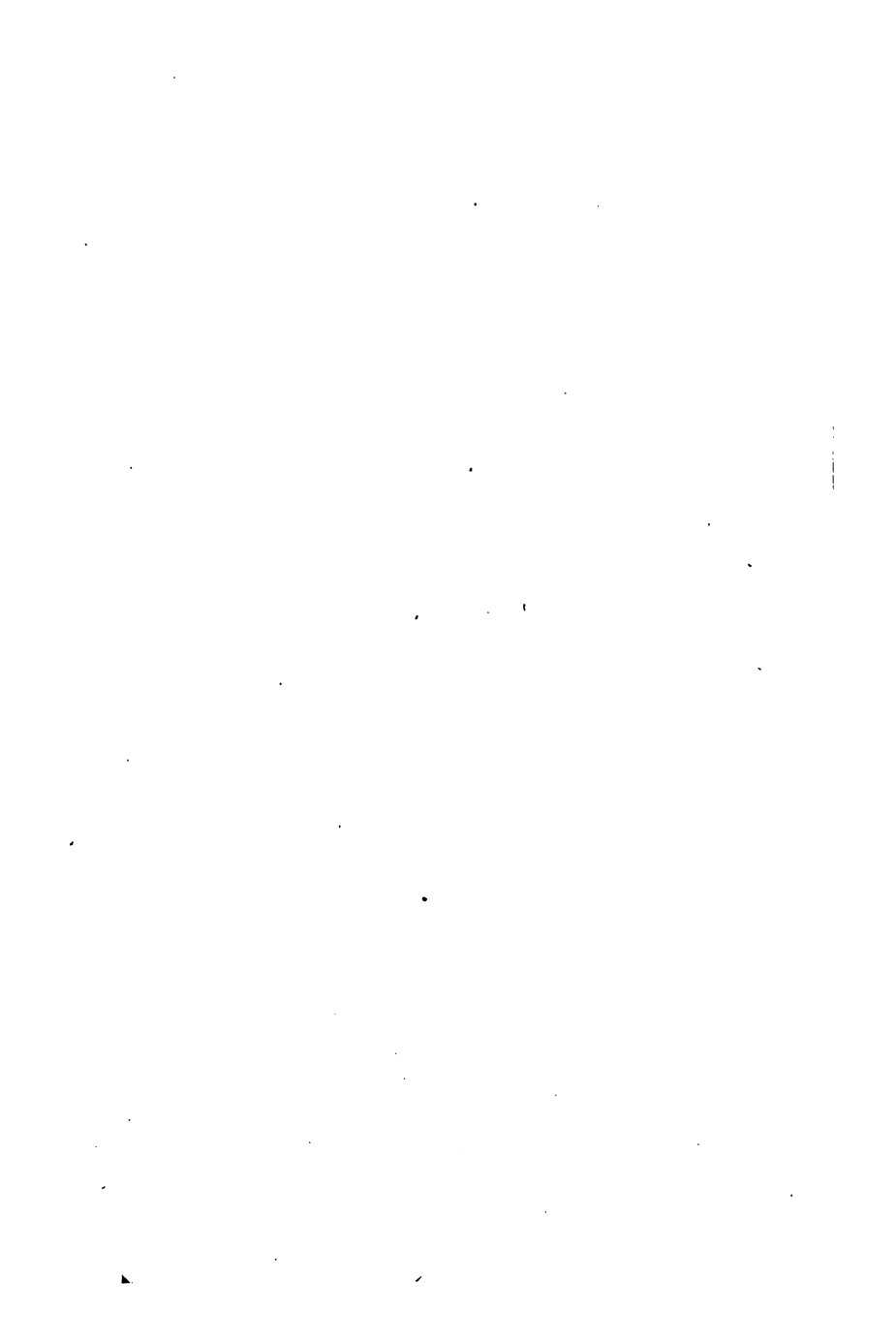
It was sacked by the French under Sebastiani in 1810, and again under Loveredo in 1823.

After the dethronement of Isabel II. in 1868, the Malagueños obstinately resisted the Madrid authorities, but were reduced to order by General Caballero de Rodas, on the 1st of January, 1869. After the abdication of Don Amadeo in 1873 serious communistic disturbances took place, but foreigners were not interfered with.

The existing *Harbour* is totally insufficient for the large amount of trade done here, which is yearly increasing. Not less than 3000 vessels enter the port annually. For years past its enlargement has been contemplated. Now a contract has been given to the *Société de Batignoles*, and the work will be finished before the end of 1886. It is expected to cost half a million sterling. New breakwaters will be constructed to the W. and E., and a large part of the existing harbour will be reclaimed and sold for building purposes. A tonnage rate is levied on vessels to obtain the necessary funds, and it is calculated that two-fifths of the amount will be paid by British vessels. The present anchorage for yachts is close to the breakwater, but there is also good holding-ground outside, about a mile from the head of the Mole.

Malaga is celebrated for its wines, especially Muscatel and Mountain; it is also the principal port whence the celebrated wines of Montilla are exported, large depôts of them exist here. Large quantities of oranges and raisins also are exported. In 1875, 219,000 cwt.





of cane sugar was produced in the neighbourhood.

The traveller should not fail to ascend the GIBRALFARO, "*hill of the lighthouse*." The castle on the top of it is in a ruinous condition, and the *Alcazaba*, or Moorish castle, a little farther down, is entirely so, and built over with modern houses.

The principal promenades are the *Alameda* and the *Plaza del Riego*, or *de la Merced*, where a monument has been erected to Torrijos and his 49 companions, who were shot by General Moreno in 1831, without even the form of a trial. Amongst them was Captain Boyd, an Englishman.

The CATHEDRAL is one of the most prominent objects in the landscape: it occupies the site of a Moorish Mosque; but the present building only dates from 1588. With the exception of the early Gothic portal of the *sagrario*, it has not a single pleasing feature, and is in the worst style of the pseudo-classic school. The exterior is peculiarly ugly, and the interior, though massive and lofty, is heavy and incongruous. One only of the towers has been completed; a fine view is obtained from it.

None of the other churches are of special interest.

There are some fine summer residences in the neighbourhood which may be visited, such as *H. Buen Retiro*, at *Churriana* (7 m.), and that of the Marchesa de Casa Loring at *La Concepcion*.

EXCURSION TO GRANADA AND CORDOVA.

The great attraction to the traveller at Malaga is the opportunity afforded him of visiting Granada, Cordova and Seville. The last has a magnificent cathedral, but so has many a city in the Mediterranean; and its geographical position rather makes it belong to the Atlantic coast of Spain. There is, however, only one GRANADA and one CORDOVA: both are mighty and marvellous, and would repay a weary pilgrimage, far more a short and pleasant railway excursion. We shall

therefore confine ourselves to a very short description of those places. There are two trains daily, which bifurcate at Bobadilla. For Granada the traveller will do well to take the later one, whereby he will save a change of carriages. The earlier one goes through without change to Cordova. The hours, however, are liable to be altered; he must therefore consult the local time tables.

The rly. on leaving Malaga passes through one of the richest and most picturesque countries it is possible to imagine. Only at Valencia are finer orange-groves to be seen, and if it happen to be spring, when the ground is carpeted with green, and the air is heavy with the odour of orange-blossom, the reminiscence of the journey will be engraved for ever on the memory.

After passing the station of ALORA the line rapidly ascends and enters a district which, for savage grandeur, will compare with the wildest passes in Europe. Many tunnels and bridges are passed as the train goes through the magnificent GORGE of HOYO (literally *hollow* or *grave*) and the pass through which the *Guadalhorce* flows. The views on the left are especially fine.

[At *Gobantes* a diligence starts for Ronda, a journey which occupies 5 hrs. If time allows, this excursion is well worth making. It is one of the most picturesque towns in Spain, and the ride thence to Gibraltar (44 m.) is delightful.]

Bobadilla is the station where the lines to Granada and Cordova diverge. It has a restaurant, but travellers will do well to take their food with them. Above all they should take with them in the carriage whatever baggage they may require for the night, as the chances are greatly against their being able to get their heavier luggage until the following day.

p. *Granada*.* (Pop. 76,215.)
British Vice-Consul: Henry Stanier, Esq., who resides at the Alhambra.

He is also an artist, and his collection of water-colour drawings of the Alhambra are worth inspecting.

Inns: *Fonda de Washington Irving* and *Fonda de los Siete Suelos*, both on the Alhambra hill, within five minutes' walk of the palace. The former has recently been newly done up. In town, the *Fonda de la Alameda* and *F. Victoria*.

Granada is built on and at the base of several spurs of the Sierra Nevada; its proximity to those snowy mountains (11,703 ft.), its own elevated position (2445 ft.), the abundance of its running water, and the exquisite shady woods on the Alhambra hill, all combine to render it a most delightful residence in early summer. The hotels at that season are not so crowded as they are in spring; and little houses or *Carmenes* (Arabic, *Kurm*, vineyard) can be hired within the very precincts of the palace for a small sum.

Beautiful as Granada is and abounding with other attractions, the crowning one is the palatial fortress, occupied by the Moorish kings, called by the Arabs, the *Red Castle*, *KILA'AT EL-HAMARA*.

The Alhambra.*

The hill on which it is built is 2690 ft. long by 780 broad at its widest part, shaped somewhat like a grand piano. The principal building was commenced by Ibn el-Ahmar in 1248; it was continued by his descendants, profusely decorated by Yusuf I. and Mohammed V. (1331-1391), and maintained in a condition of the utmost magnificence until Boabdil surrendered his city and kingdom to Ferdinand and Isabel in 1492.

The slopes of the hill are covered with elm-trees, sent out from England by the Duke of Wellington.

The principal entrance to the Alhambra is by the *Puerta de la Justicia*. In front of it, in the *Plaza*

de los Aljibes, so-called from the Moorish cisterns situated beneath its western extremity, is the large Tuscan *Pavilion of Charles V.*, begun by that monarch in 1526 and left unfinished and roofed. Part of the old Moorish palace was destroyed to clear the site for this displeasing and obtrusive edifice.

The present entrance to the Moorish PALACE lies in an obscure corner behind that just mentioned. We ascend to enter the *PATIO DE LOS ARAYANES*, called from the Arabic, word *Aray*, sweet basil, myrtle or other fragrant herbs. It is also called *PATIO DE ALBERCA* (Arab. *El-Birkeh*, a pond), the side-walks are planted with hedges, between which is a large reservoir. At the north end of this is the *SALA DE LA BARCA*, an audience-chamber leading into the *SALA DE ENBAJADORES*. It was restored in the 16th centy.; the arabesque work, which it exists, is in a very perfect condition; the wooden ceiling is beautifully carved and painted, and the colouring, and especially on the rich carved pendants at the corners, is well preserved.

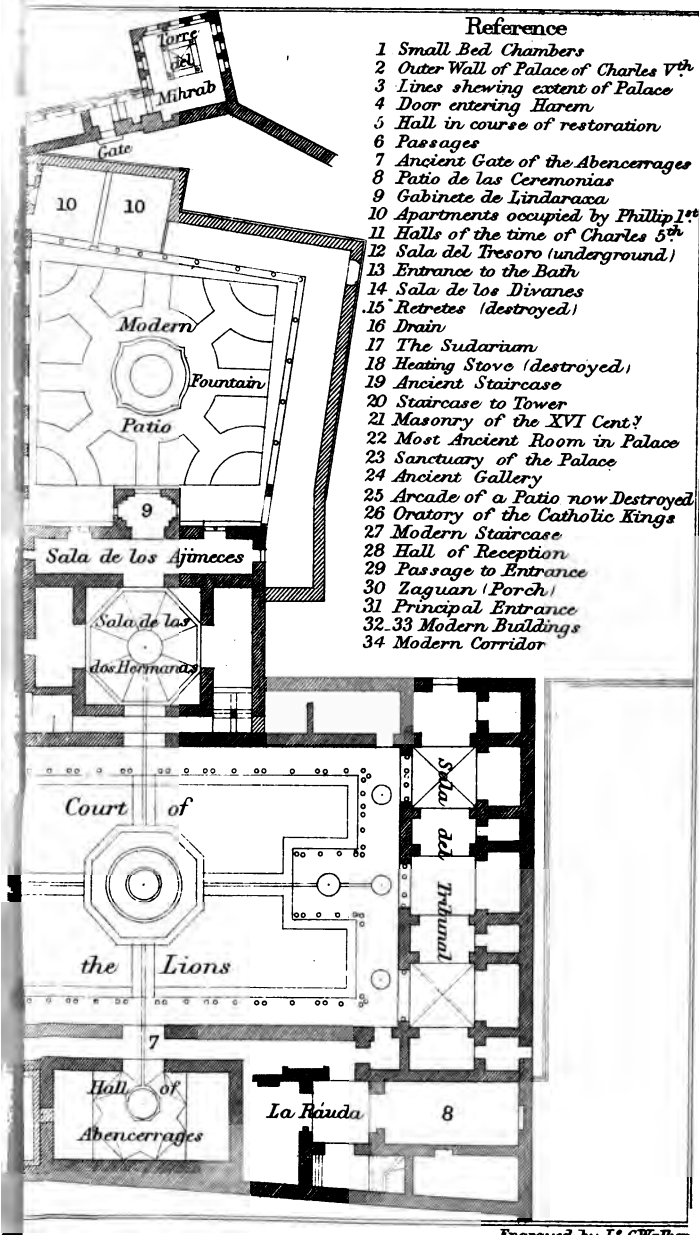
The *SALA DE ENBAJADORES* occupies the whole interior of the *Torre de COMARES*. This splendidly decorated apartment is a square of about 100 ft. roofed with a high polygonal vault, richly painted, but in more delicate tints than the walls, which were brilliant as gold, colour, and tiles make them.

The immense thickness of the walls may be estimated by the depth of the recesses in which the windows are placed. There are three of them on the W. and N. and two to the E. views from them of the enchanted Vega, and the mountains which surround it, are incomparably beautiful.

From the right of this hall a narrow corridor takes us to the *Torre Peinador de la Reina*, or *de la Reina*, an isolated Koubba or pavilion, insignificantly but well painted in the Moorish style, and commanding a splendid view.

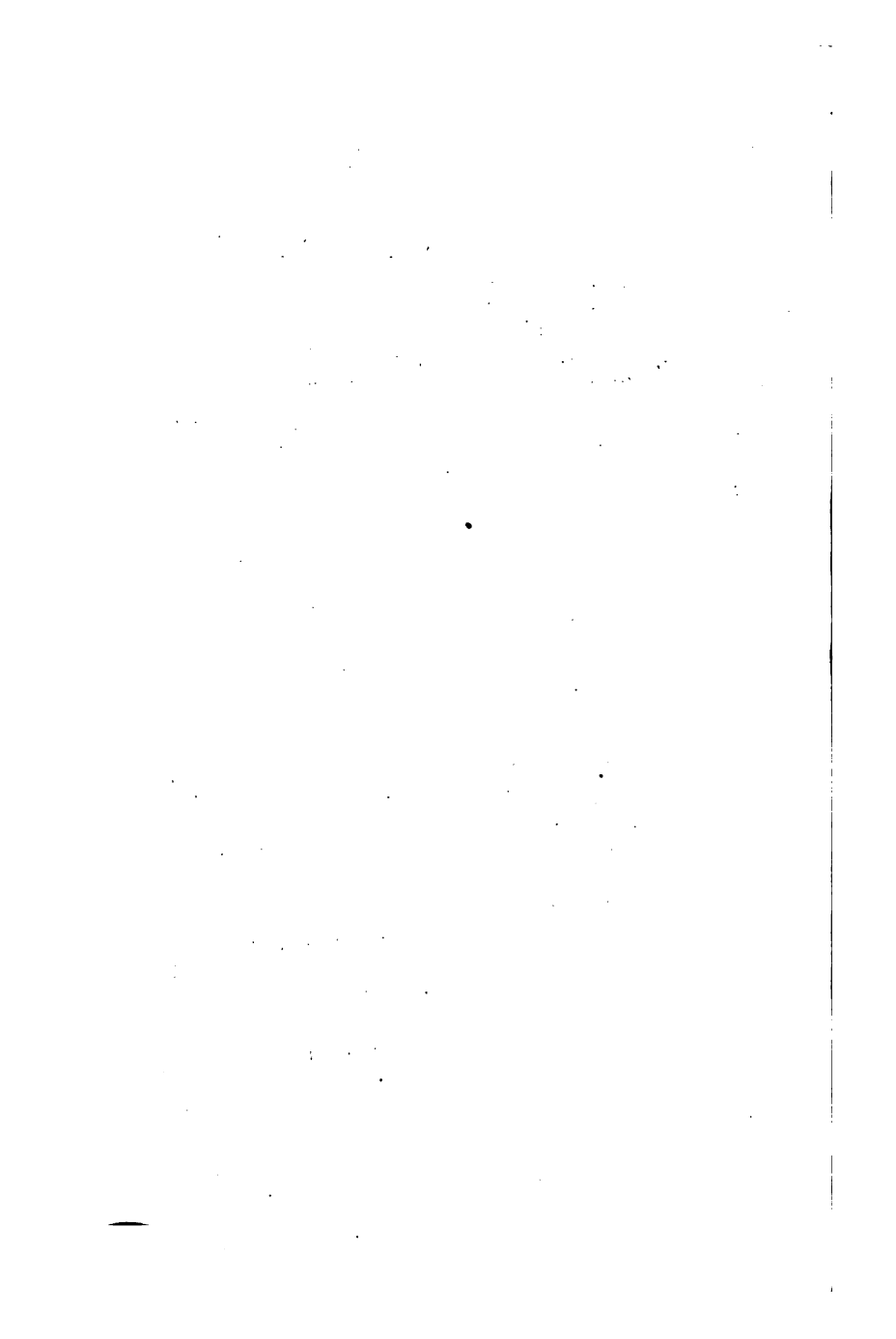
To the right of the corridor, rounding the pleasant little garden of *Lindaraza*, are several chambers

* Consult Murray's Handbook to Spain. Washington Irving's 'Chronicles of the Conquest of Granada,' and 'Tales of the Alhambra.' Don Rafael Contreras, 'Estudio Descriptivo de los Monumentos Arabes de Granada, Sevilla y Cordoba.'



Reference

- 1 Small Bed Chambers
- 2 Outer Wall of Palace of Charles Vth
- 3 Lines shewing extent of Palace
- 4 Door entering Harem
- 5 Hall in course of restoration
- 6 Passages
- 7 Ancient Gate of the Abencerrages
- 8 Patio de las Ceremonias
- 9 Gabinete de Lindaraxa
- 10 Apartments occupied by Phillip 1st
- 11 Halls of the time of Charles 5th
- 12 Sala del Tesoro (underground)
- 13 Entrance to the Bath
- 14 Sala de los Divanes
- 15 Retretes (destroyed)
- 16 Drain
- 17 The Sudarium
- 18 Heating Stove (destroyed)
- 19 Ancient Staircase
- 20 Staircase to Tower
- 21 Masonry of the XVI Cent?
- 22 Most Ancient Room in Palace
- 23 Sanctuary of the Palace
- 24 Ancient Gallery
- 25 Arcade of a Patio now Destroyed
- 26 Oratory of the Catholic Kings
- 27 Modern Staircase
- 28 Hall of Reception
- 29 Passage to Entrance
- 30 Zaguan (Porch)
- 31 Principal Entrance
- 32, 33 Modern Buildings
- 34 Modern Corridor



rated and occupied by Charles V. and Philip I.

Returning to the antechamber of the Hall of Ambassadors, a passage to the left descends into the PATIO DE LA MEZQUITA, the *Mosque of the Palace*, where was one of the principal entrances, and probably the only part open to the general public. This has been magnificently decorated, and is now being most judiciously restored. At the W. of it is the ORATORY OF FERDINAND AND ISABEL, spoilt by the unfortunate gilt wooden gallery and altar added to adapt the Mohammedan mosque to the necessities of Christian worship. From the court of the mosque a passage, passing under the colonnade of the Hall of Ambassadors, conducts to the BATH. The central court, where the bathers were wont to undress and repose after coming out, has been restored and painted, and gives a good idea of what the whole building must have been in the days of its glory.

From the S.E. corner of the Alberca we pass through an antechamber into the PATIO DE LOS LEONES or COURT OF LIONS, an oblong quadrangle surrounded by a colonnade, each end of which projects into the court in the form of a pavilion or portico. The marble columns are alternately single and coupled, with gracefully moulded capitals, and the arcades supported by them are elaborately decorated with the most delicate tracery and sculpture. It is a matchless specimen of the Moorish Patio architecture, and has been restored in the most conscientious manner by Don Rafael Contreras, the architect of the Alhambra.

In the centre is the great alabaster fountain supported on twelve conventional lions, from which it derives its name.

Some of the most beautiful chambers in the palace enter from this court, such as the SALA DE LAS DOS HERMANAS, or *Hall of the Two Sisters*, so called from the two large slabs of marble let into the pavement; the SALA DE ABENCERRAJES and the SALA DEL TRIBUNAL.

Our limits will not permit more than the merest sketch of this incomparable

building, which the architect has most appropriately described in the poem which decorates the Hall of the two Sisters.

"Look attentively at my elegance, and reap the benefit of a commentary on decoration. Here are columns ornamented with every perfection, and the beauty of which has become proverbial. . . . Indeed we never saw a palace more lofty than this in its exterior, or more brilliantly decorated in its interior."

There are many other parts of the Alhambra well worthy of a visit, though neither so well preserved or so magnificent as the palace. Such are the TORRE DE LAS INFANTAS and that of LA CAUTIVA at the N.W. side of the fortress; and the TORRE DE LA VELA, or watch-tower, at the western point of the *Alcazaba*, or citadel, from which a magnificent view is obtained of Granada, its fertile plain, and the Sierra Nevada. Here, as an inscription tells us, the Christian flag was first hoisted by Cardinal Mendoza, on the 2nd Jan., 1492, after 777 years of Moorish occupation. Close to this are the beautiful little gardens of *Los Adarves*, laid out by Charles V., well worthy of a visit.

On the opposite side of the ravine which skirts the eastern face of the Alhambra, is the GENERALIFE (Arab. *Jennat el-Arif*, or garden of the architect). This belongs to the Marquis of Campotejar, better known by his Italian title, Count Pallavicini of Genoa. Permission to see it must be obtained from his Administrador, who lives in the *Casa de los Tiros* in town. This latter house in itself will repay a visit; it is very ancient, and a curious relic will be shown there, the Sword of *El-Rey Chico*.

The Generalife has been a charming Moorish palace, situated in fine terraced gardens, with abundance of running water, but disfigured by the fanciful manner into which the cypress-trees have been tortured. A very beautiful view is obtained from it.

The CATHEDRAL is one of the best

existing specimens of the Græco-Romanesque style. It was commenced in 1523, and completed in 1639. The interior is grand and simple, and contains many pictures and works of art worthy of attention; but its main interest centres in the *CAPILLA REAL*, containing the tombs of the "Catholic sovereigns" Ferdinand and Isabel. This chapel was built before the Cathedral in 1502. It is entered by a rich Gothic portal, and the high altar is screened off by a superb wrought-iron *Reja*, made by Maestre Bartolomé in 1533. On each side of the high altar kneel carved effigies of the King and Queen, exact representations of their faces, forms, and costumes. Behind them are painted carvings of great archaeological interest, representing the surrender of the Alhambra, and the wholesale conversion and baptism of the Moors by Cardinal Mendoza after that event.

In the centre of the chapel are two magnificent white marble monuments made by Peralta at Genoa. On one of these are recumbent figures of the Catholic sovereigns, on the other, effigies of their daughter, Juana la Loca, mother of Charles V., who died insane, after 49 years' imprisonment in the convent of Sta. Clara, and her handsome but worthless husband, Philip I., who died many years before her. These monuments are among the finest that exist in any country, and will repay the most minute examination.

In the vault below the traveller can see their coffins, a small space, as Charles V. said, for so much greatness. Those of *Los Reyes Católicos* lie in the middle; they are quite plain, of lead bound with iron, and only marked with their initials F. and Y. under a crown; but they are undoubtedly genuine and untouched. Shakespeare has very happily delineated their characters. Ferdinand he describes as

"The wisest king that ever ruled in Spain;"
and thus portrays Isabel:—

"If thy rare qualities, sweet gentleness,
Thy meekness saint-like, wife-like government,
Obeying in commanding, and thy parts
Sovereign and plots, else could speak thee out
The Queen of earthly queens!"

In a glass case in the Sacristy are some interesting relics of these great sovereigns: the standards used at the Conquest; the sword of the King; a plain silver-gilt crown worn by the Queen; her own missal; and a finely embroidered chasuble.

We cannot do more than merely indicate a few of the other sights that the traveller should see, if time permits, at Granada. The *CONVENT* of SACRO MONTE, used as a seminary, built on the site where some spurious relics are said to have been found in 1588. On the way there the traveller passes through the *barranco*, where the gipsies live in caves amongst thickets of prickly pear. They are arrant thieves and beggars, and no one should venture there alone or at night. They are in the habit of getting up exhibitions of dancing for the benefit of travellers, in a house near the Alhambra: these are sometimes indelicate, never attractive. Their so-called king plays the guitar admirably.

The *MUSEO* is the fine *Convento de Santo Domingo*. The *Cuarto Real* within its gardens was once a Moorish villa. It contains some beautiful *azulejos*, white tiles with Cufic inscriptions in gold, such as are seen nowhere else. The Convent of the *CARTUJA*, with its magnificent marbles, and doors and cabinets of inlaid work. The *Alcazar de Said*, restored by M. Contreras; the *Casa del Carbon*, now used, as its name implies, by *carboneros*, the archway is very rich; the *Almadrisa* (Arab *El-Medrisa*, a college, in the *Casa Antigua del Ayuntamiento*), now a manufactory; Gate of the *Casa de la Moneda*; and many other interesting relics of Granada both before and after the Conquest.

[From Granada a new line of rly. has lately been opened to Seville. The trains start at a very early hour in the morning. Passengers change carriages at La Roda.]

The line to Cordova descends as far as Bobadilla, where passengers change

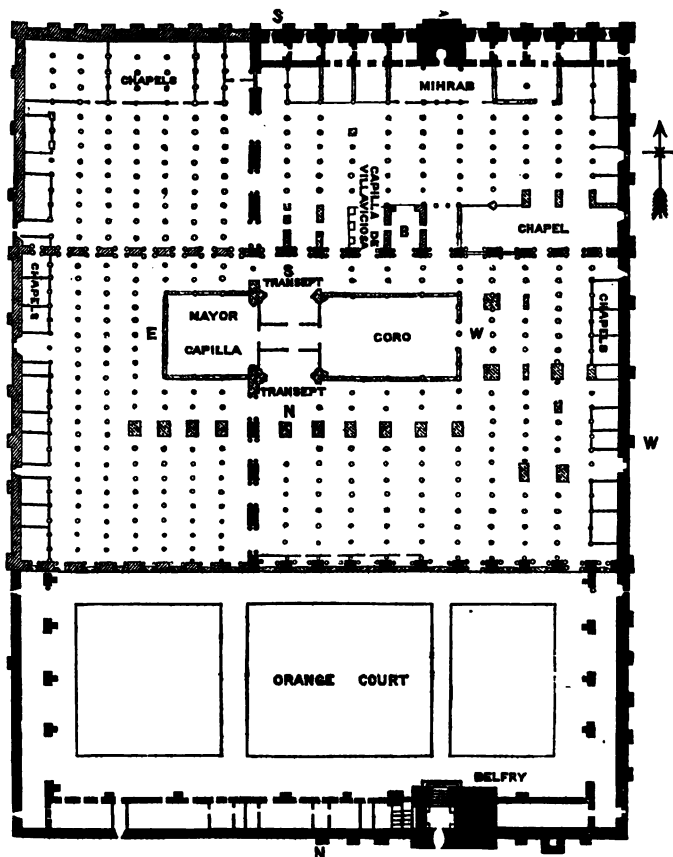
carriages. The journey occupies about 12 hours.

q. Cordova. (Pop. 47,830.)

British Vice-Consul: Duncan Shaw, Esq.

Inns: *Fonda Suiza*; *Fonda Oriente*.

Cordova, formerly one of the most important cities in Europe, and the birthplace of many eminent men, is now a quiet town, with very little to attract the traveller save its glorious



MOSQUE OF CORDOVA.

Cathedral. The streets are narrow, but clean; and the glimpses one gets of cheerful patios, full of flowers and shrubs, in passing along the street, are extremely pleasing.

The first object that will attract the

traveller's attention is the Great Mosque, at present the CATHEDRAL, but generally called *La Mezquita* (Arab. *Mejrid*, or Mosque). This is the finest specimen of a Mohammedan mosque in Europe, and, as far as its archi-

ecture is concerned, the most interesting building in Spain, containing specimens of all the styles, from the most ancient to that of the Alhambra, the latest expression of Moorish art. It stands on a spot formerly occupied by a Christian basilica, which had succeeded to a temple of Janus.

The Mosque was commenced in A.D. 786, and it was finished in 793. It then consisted of eleven naves, those to the rt. of the main entrance. The 6th or central nave leads to the *Mihrab*. The original building terminates to the S., where the Chapel of Villaviciosa is placed. The earliest Roman capitals are also in this place. During the reign of Hakem II. (961-967) the building was lengthened from N. to S. from the chapel just mentioned to the *Mihrab*.

El-Massour, minister of Hashem II., added 8 more naves, in a style less pure than the older portions.

The entrance is from a large court, thickly planted with fine old orange-trees and palms. On the E. and W. ends are colonnades; on the N. is a row of chambers and the belfry tower, from which a fine view is obtained; the S. side is occupied by the mosque. All the naves once opened into this. Now there are only three doors; the rest are bricked up, and three of them are filled-in with coloured glass, quite unworthy of the building. The entrance gate is plated with bronze, a mixture of Arabic and Gothic designs and inscriptions, done after the Conquest, a combination nowhere seen but in Spain.

On each side of the entrance is a Roman military column, found on the site, recording the distance, 114 miles, from the temple of Janus to Cadiz.

The view on entering is most striking; it appears a perfect forest or labyrinth of columns and arches. Many of the former belonged to the ancient temple. Some are from Nîmes and Narbonne; others from Seville and Tarragona; 120 were presented by Leo, Emperor of Constantinople; the remainder are from Carthage and other cities in Africa.

They are of the richest and most

diverse materials—jasper, porphyry, verte antique, brèche, &c. Their dimensions also are very different. Some have had to be shortened by sinking the base in the ground, others lengthened by disproportioned capitals. All are monoliths. The number was originally 1419, but 850 only now remain. They divide the building into 19 longitudinal and 33 transverse aisles.

It covers 157,500 sq. ft., a large superficies than that of any other Christian church except St. Peter's at Rome. It is, however, very deficient in height. The original roof was that of wood richly carved and painted; a portion said to be ancient, but very modern in appearance, though of a design quite harmonious with the building, is pointed out. At present the aisles have vaulted roofs, supported on high stilted piers, rising from the capitals of the columns, which are tied to each other by lateral arches, consisting of the voussours only, built alternately of white stone and brick, without any superincumbent masonry. The effect of these double arches is quite unique. The ceiling of the vaults is perfectly plain, without diaper-work.

The *MIHRAB* or *sanctuary* is always the most highly decorated part of every mosque, as it contains the *Kibleh*, or niche indicating the direction of the *Caaba* of Mecca, towards which every Mohammedan must turn in prayer. This one is a most complete and marvellous specimen of Arab art at its best period. In front of the niche is a dome, supported, like all the rest of the building, on old Roman columns. But as these were not high enough to give sufficient altitude, the expedient was adopted of raising the round arches on another series of smaller columns, and tying the interspaces with those graceful interlaced arches which form so peculiar a feature of the building. The interior of the dome, and the wall from which the niche opens, are covered with the most exquisite Byzantine mosaics, representing foliated ornaments and Cufic inscriptions. On each side are two smaller koubbes, less

ornate. That on the rt. has been spoilt by conversion into a Christian chapel. Under the central of these three domes is the tomb of the Constable Conde de Oropesa, by whom, in 1368, Cordova was saved from Don Pedro and the Moors.

The kibleh itself is an octagonal niche, also richly decorated, and covered by a shell made of stucco.

It is said that the mosaics, together with workmen skilled in executing the work, were sent by Leo, Emperor of Constantinople, to El-Hakem. Certainly in richness and elegance they have never been excelled.

Opposite is the CAPILLA DE VILLAVICIOSA, decorated in a similar manner, a most exquisite specimen of Arab art. It was the *maksoura*, or seat of the Khalif, on solemn occasions. It is raised on a crypt 3 yds. from the floor. It was a good deal altered after the mosque became a Christian church, as is proved by the mixed Gothic and Arabic inscriptions, and the heraldic lions and arms of Castile.

The modern addition to the Mosque is the *Coro*, built in 1523 by Bishop Alonso Maurique, who was well reformed by Charles V.: "You have built what you or any one else might have built anywhere, but you have destroyed what was unique in the world." Of its kind it contains some very fine work, especially the carved stalls in the *Coro*; but the whole is in the highest degree intrusive and repugnant to good taste.

After the Mosque everything else in Cordova is of minor interest, but the traveller will be glad to visit some of the churches. The marble staircase in *La Compañía*, the suppressed Jesuit convent, is very sumptuous. The ruins of the *Alcazar* are hardly worth inspection. Near it is a Doric gate, said to have been erected by Herrera or Philip II. It looks as if an ancient Roman work had been hastily and badly restored. This leads to the bridge over the Guadalquivir, of Roman origin, rebuilt by the Arabs in 723, and repaired at many subsequent periods. At the opposite end is the

castle of *Caloharra*, which performed an important part in the siege of Cordova by Pedro of Castille.

The traveller should on no account fail to visit the beautiful scenery in the neighbourhood, on the eastern slopes of the Sierra Morena. Three carriage-roads leading to different parts of it will take him to some of the most picturesque scenes which it is possible to find in Spain; amongst country houses with their *huertas*, orange-groves and flower-gardens, commanding extensive views of the country, and looking down to the valley of the Guadalquivir, and again into what appears to be the very heart of the mountains, with pine forests, evergreen oaks, and cork woods on all sides.

After this digression to Granada and Cordova, we must return to Malaga, and thence to Gibraltar. Those who may prefer to reach the latter place by land will be glad to know that a carriage-road, through magnificent scenery, is in course of construction. A diligence occasionally runs as far as *Estepona* (14 hrs.), whence the journey must be completed on horseback.

BRITISH POSSESSIONS— *continued.*

108. GIBALTAR (Pop. 26,000).*

Inns: Hotel accommodation is very limited and not first-rate, and travellers would do well to secure lodgings in advance. The *Europa Hotel*, on the new Mole Parade, though small, is good, also the *Royal Hotel* in the town; *Parker's Spanish Hotel*, the nearest to the landing, is much to be recommended (to bachelors) for good food and cheapness. There are also the *Victoria* and *King's Arms*.

Means of Communication.—Steamers of the *P. and O. Co.* from Gravesend,

* Consult Drinkwater's 'Siege of Gibraltar,' 1783, republished by Murray, 1844; 'The Gibraltar Directory,' by Major Gilbard; Murray's Handbook to Spain.

and *vice versa*, once a week; voyage 5 days.

Hall and Co.'s steamers from and to London weekly. *Burns, McIver, and Co., Moss and Co., and Bibby and Co.*, run steamers from and to Liverpool also weekly.

Anchor Line of steamers from and to Glasgow once a week.

There are many other lines, both British and foreign, which touch here, going both E. and W.; and there is almost daily communication with the Mediterranean coast of Spain and with the Barbary coast. See ALGIERS, ORAN, &c.

Overland.—The overland route through Spain by Cadiz or Ronda occupies about 8 days from London. The drive from Cadiz by Tarifa to Algeiras (thence by steamer) is most lovely, but the accommodation at Tarifa is bad.

This celebrated fortress is situated on the W. side of a rocky promontory which rises to the height of 1396 ft. The E. and S. sides are very rugged and almost perpendicular. Its northern side, fronting the narrow isthmus or neutral ground connecting it with Spain, is precipitous and difficult of access. The circumference is 6 m., the length from N. to S. 3 m., the area being about 1266 acres. The rock is composed of compact limestone, varied with beds of red sandstone, with remarkable veins of osseous breccia. The surface of the Rock is verdant in spring and autumn, and in the few gardens which exist excellent fruit is grown, but in summer everything is parched and burnt. The town is scrupulously clean, but the shops are generally inferior.

There are a few wild animals, foxes, monkeys, porcupines, &c., on the rock, as well as partridges and eagles, but nothing is allowed to be shot.

The Rock of Gibraltar was well known to the ancients, but was never inhabited. The Phœnicians called it *Aluba*, this the Greeks corrupted into *Καλυβη*, *Καλαη*, *Calope*. It was the European, and *Abyla* the African pillar of Hercules, the *ne plus ultra* of

Phœnician navigators. The Romans are thought never to have really penetrated beyond it, before the reign of Augustus. The Rock now bears the name of its Arab conqueror *Gebel-Tarik*, the "Hill of Tarik"; he landed here on the 30th of April, 711. It was taken from the Moors, in 1309, by *Guzman el Bueno*; but they regained it in 1333. It was finally recovered in 1462 by another of the Guzmans, and incorporated with the Spanish crown in 1502. The arms are "gules, a castle or, and a key," being the *key* of the Straits. The place was much strengthened by Charles V. in 1552.

During the War of the Succession in Spain in 1704, Admiral Sir George Rooke, by a sudden attack surprised and easily obtained possession of it: its value as the key of the Mediterranean and the natural bulwark of Spain was not appreciated, and though strongly fortified, its garrison could hardly muster a hundred effective men. Prince George of Hesse-Darmstadt, who accompanied Rooke, desired to hoist the standard of Spain and proclaim King Charles; but Rooke interposed, and took possession of the place in the name of the Queen of England. Since that time, notwithstanding repeated efforts made by Spain and France to take it, and a protracted siege which lasted four years, England has maintained this fortress at a lavish expenditure of gold.

In 1830 a magistracy was established, and civil liberty accorded to the inhabitants. The fortifications have been constantly improved and extended, and the fortress may now be considered as impregnable as defensive works can make any place.

The *Bay of Gibraltar* is spacious and sheltered from the most dangerous winds, but is a most unpleasant anchorage during bad weather, when ships of small tonnage frequently roll bulwarks under. It is formed by two headlands, Europa Point and Cabrita in Spain.

Two moles have been constructed, the old one, projecting from the N. end

of the town into the sea, affords shelter

Garrison Library - Omaha, Nebraska



SCALE.

Furlongs or MILE.

Hodgson Lith. London

and *vice versa*, once a week; voyage | Phœnician navigators. The Romans

of the town into the sea, affords shelter only to vessels of small size; the new one, reserved for H.M. ships and yachts, which is $1\frac{1}{2}$ m. more to the S., extends 700 ft. outwards, and alongside of it the largest ironclads can be moored.

Churches.—Gibraltar has two bishops: the Anglican one, whose diocese is the entire basin of the Mediterranean, with the exception of Egypt and Syria, and whose settled residence, if he has any, is at Malta; and the Roman Catholic bishop of Lystra *in partibus*, who is Vicar Apostolic of Gibraltar.

The English Cathedral church of the Holy Trinity, a grotesque building, was consecrated in 1832.

There are also two barrack churches, one the *King's Chapel* in the town, formerly the church of the old convent, and the other near the S. barracks.

The Roman Catholic church of Santa Maria the Crowned, is no better. A new one dedicated to the Sacred Heart has lately been built, mainly through the exertions of Bishop Scandella, who died in 1880.

Police Regulations.—Foreigners are not permitted to reside in the place without authority and without the security of a householder or consul. The gates are closed at sunset—a few minutes after the evening gun has been fired, and are not opened until sunrise; but on hunting days they are allowed to be kept open till the hounds return.

Palace of the Governor.—THE CONVENT, as its name implies, was formerly a Franciscan monastery. It is a plain building, but spacious and commodious, with good reception rooms. The Governor has a summer cottage on the Mediterranean side of the Rock beyond Europa Flats, in a cool and retired position.

Garrison.—The garrison consists in time of peace of about 5000 men, namely, one brigade R.A., Royal Engineers, and 4 infantry regiments. A gunboat is generally stationed in the harbour.

Garrison Library.—Open to Government servants on payment of a small subscription, and to a few honorary members; visitors may be admitted on presentation by members. It was originated in 1793 by Col. Drinkwater, and is one of the finest institutions of the kind in any part of the British dominions. It contains about 40,000 vols., and is supplied with all the English papers and periodicals.

Climate.—The climate is pleasant from November till May, but the remaining 5 months are extremely hot, and the *Levanter (Levante)*, or E. wind, which then prevails, is most disagreeable.

Sometimes severe fevers prevail during the autumn in the town, but in the S. part of the Rock they are of rare occurrence. This fever is of a simple continued type, and is nearly always succeeded by severe rheumatism.

The health of the place has notably improved since 1875, when an extensive and costly system of drainage and water-supply was carried out.

Commerce.—The port being free, it was at one time the *dépôt* for all the English goods destined to be smuggled into Spain. There is still an extensive contraband trade in tobacco, to check which the Spanish Government are extremely anxious that we should establish a custom-house, but neglect to look after their own officials.

The Market.—The first stone was laid by H.R.H. the Prince of Wales on the 17th April, 1876, on his return from India, on which occasion he spent 10 days here. H.R.H. the Duke of Connaught was present, he having been attached to the staff of the garrison since October in the previous year. It cost 10,000*l.*, and is fairly supplied, especially with fruits and vegetables.

The beef of Gallicia, which is excellent, is supplied to the troops during the cold season, but during the rest of the year the place is dependent on Morocco. This arrangement is made so that in case of war with Spain

it should be able to count on a supply from Africa.

Although some things are cheap enough, living generally may be said to be dear at Gibraltar.

Sport.—The "Calpe Hunt" has been kept up ever since it was started in the early part of the century. The sport is good, although over rough country. The best meets are Second Venta, Second Pinewood, Duke of Kent's Farm, Eastern Beach, and Long Stables. Open races are held in spring and autumn, and the military steeplechase in spring. There is no good shooting of any sort very near. At Casa Viega and Tapatánilla, about 40 m. N. of Gibraltar, there is excellent snipe, geese, and other wild-fowl shooting, as well as bustard, and the sportsmen can put up at the Ventas at either of these places.

Hunters and saddle-horses may be hired at Andorno's, opposite the Spanish Pavilion, and at Franco's, whose stables are in the street behind the King's Arms. Hunters, 5 dollars a day; riding-horses, 1½ dollar the half day, and 3 dollars the whole day. Horses for Ronda, Granada, &c., are charged 1½ dollar a day. N.B. Gentlemen who intend to make shooting excursions into the interior of Spain and into Barbary, should consult residents or the landlords of hotels.

Fortifications, &c.—Modern improvements in fortification and artillery have necessitated the construction of important works for the protection of the harbour and the fortress itself, in addition to what formerly existed. These, together with *monster guns*, from 100 tons downwards, planted on platforms prepared for them, suffice to make the place impregnable.

The hill has been scarped in some places, and additional casemates formed in the rock.

Formidable forts have been erected at the Waterport or North End of the Line Wall, King's Bastion, at Ragged-Staff, and at Rosia. These are mounted with 38 and 18-ton guns and have shielded embrasures. The defences of

the New Mole have been strengthened by a casemate battery; while immediately above, at the north corner of the New Mole Parade, the "Alexandra Battery"—the foundation-stone of which was laid by the Prince of Wales in 1876—is constructed to carry a 38-ton gun. Casemates for heavy ordnance have also been constructed in the Alameda, at the top of Willis Road, overlooking the town, while others are in course of construction at different points of the Rock. About 30 heavy guns, though of varying calibre, are already in position.

The traveller will of course desire to inspect all the works. To visit the upper works he must obtain a pass from the Military Secretary, Governor's Lane, but for the lower galleries a special permission from the Governor is necessary.

First ascend to the castle, one of the oldest Moorish buildings in Spain, having been erected by Abu el-Hajaj in 725. The *Torre de Omenaje* is riddled with shotmarks, the honourable scars of wounds inflicted during the siege. The galleries are here entered; they are tunnelled in tiers along the N. front, and are 2 or 3 m. in extent. These batteries are perhaps more a show of terror than a reality. At the extremity is the *Hall of St. George*, where Nelson was feasted. A spiral wooden staircase now conducts to the *crow's nest*, a ledge of rock which juts out at the extreme N. point of the fortress. Returning, the *Hall of Lord Cornwallis* is approached by a staircase also of wood. *Willis's Battery* may next be visited; the Flats, which here overhang the precipice, were called *el Salto del Lobo* (Wolf's Leap). Afterwards ascend to the *Rock Gun*, placed on the northernmost of the three points. Here the salvo on the Queen's birthday begins. The effect is very striking; the Rock gun fires first, and then the Royal salute goes down the hill by the galleries to Willis's battery, and is afterwards taken up by the troops at the bottom. Next visit the *Signal Tower*, which, under the Spanish rule, was called *El Hacho*, "the torch," because

here were lighted the beacons in case of danger. All ships passing the straits are signalled from this station, and reported to the governor below, and thence to "Lloyd's," in London. At the signal tower, refreshments (including excellent English ale) are provided by the intelligent sergeant of the Royal Artillery who is in charge. The panorama from El Hacho is unrivalled. The mountains of Ronda loom on the northern horizon, Granada's snowy sierras rise like a shadow to the E., whilst across the straits Ceuta glistens in the sunlight. Towards the N.W., in the distance, are the hills of Ojen and Sonorra, and the arid summits of Monte Cuervo, whilst picturesque Algeciras is seen across the bay, and San Roque rises to the rt. Gibraltar and the long line of the lower bastions skirt the Rock below, and complete one of the grandest panoramic views to be obtained in Europe.

From the signal tower visit *la silleta*, "the little chair," to which a narrow path formerly led down to Catalan Bay: it was destroyed many years ago to prevent surprises, as Gibraltar was once nearly taken by a party of Spaniards, who crept up this pathway during the night. The S. point of the Rock is called O'Hara's Tower (or O'Hara's Folly).

The traveller may then proceed to

St. Michael's Cave.—To visit this a special permission, and the key, must be obtained from the Town Major. The entrance is about 1100 ft. above the sea, and the interior presents a fine effect when illuminated. Very interesting bones of extinct animals have been found here.

On returning to the city by the admirably engineered zigzag roads, the traveller may chance to see some of the monkeys* which still exist amongst the summits of the Rock. They are about 30 in number, and are carefully preserved. A book is kept at

the signal station, going back many years, containing a daily account of the number seen. When the fruit is ripe, they come down to the gardens, and are exceedingly troublesome.

A second day may be devoted to the lower portion of the Rock. The traveller may begin at *Land Port*, and walk to the head of *Devil's Tongue Battery*; he should then follow the sea or *Lime Wall* to the *King's Bastion*; and give a look at the Protestant cathedral, where lies Gen. Don; his bones rest on the site which he so loved and so much benefited.

Now pass out of the *South Port* by the defences built by Charles V. against the Turks, into

The *Alameda* or Esplanade, formerly called the *Red Sands*, and a burning desert until converted by Gen. Don, in 1814, into a pleasant garden. At the entrance is the drill ground, where the regimental bands play in the afternoons and evening. The monuments to the Duke of Wellington and General Elliot are poor and tasteless. This is the fashionable promenade, and the medley of different costumes is very curious.

To the rt. of the gardens are *Raggedstaff Stairs* (the ragged staff was one of the badges of Charles V.); this portion, and all about *Jumper's Bastion* has long been, and still is, the weakest part of the Rock; here the English landed under Sir George Rooke. Ascending *Scud Hill* and *Windmill Hill*, the dockyard is seen below, and the new mole, which is still uncompleted. In the vicinity is the shelving *Bay of Rosia*, a fresh and cool retreat. Near it is the *Naval Hospital*, for the use of the troops generally, with accommodation for 300 men, and the fine buildings called the *South Barracks* and *Pavilions*; while higher up and farther to the S. are the more recently constructed *Buena Vista Barracks*, *Windmill Hill Barracks*, and *Europa Barracks*, extending to Europa Point. This is the extreme end of the Rock, where, under the Spaniards, was a

* The monkey of Gibraltar is the same species as the Barbary ape of the opposite coast, the *Innus exaudatus*.

[*Mediterranean*.]

chapel dedicated to *la Virgen de Europa*, the lamp of whose shrine served also as a beacon to mariners. Now a new lighthouse and batteries have been erected. The *Flats* are an open space for manoeuvres and recreation. The road to Europa Point from the town is a charming drive with a series of lovely views.

Round to the E. of the Point is the cool summer pavilion of the Governor, which nestles under beetling cliffs; below is a cave tunnelled by the waves. Beyond this the rock cannot be passed, as the cliffs rise like walls out of the sea. This side is an entire contrast to the other; all here is solitude and inaccessibility, and Nature has reared her own impregnable bastions.

[*Excursions.*—The following are some of the excursions that may be made from Gibraltar.

a. To *El Convento del Cuervo*, 22 m., requires two days, sleeping at *Los Barrios*. This was founded by Charles V. as a place of penance for monks convicted of the most heinous offences.

b. The *Cork Woods*, 10 m.

c. *San Roque*, 5 m.

d. *Carteia*, 6 m., an early Carthaginian city: remains of amphitheatre, &c.

e. *Ximena*, 24 m.: curious caves.

f. To *El Convento del Almoraima*, 14 m., and (4 m. farther on) the nobly situated *Castle of Castellar*.

g. To *Pedro Alcantara*, 14 m., where is an extensive sugar-cane plantation belonging to General Concha.

h. To *Algeciras*, a ride round the head of the bay, 10 m., or by steamers, which run 2 or 3 times a-day to and fro.

Algeciras, *Jezirat el-Khadhera* of the Arabs, *The Green Island*, of so

great importance to the Moors as a key to Spain, that the modern sovereigns of that country have still retained the name in their title. It is a pleasant little town, of comparatively modern construction, having been rebuilt by Charles III. in 1760. It was taken by Alonzo XI. from the Moors in 1334, after a siege of 20 months, when he entirely destroyed the Moorish town and fortifications.

i. To *Tarifa* via *Algeciras*, about 22 m.

k. To Ceuta, Tangier, and Tetuan. See pp. 2-9.

l. To *Ronda*, 44 m. See p. 515.]

109. The *Strait of Gibraltar*, which communicates with the Atlantic and brings us back to the point whence we started, was known to the ancients as the *Fretum Herculeum*; to the Arabs as *Bab ez-Zekak*. Its length from E. to W. is about 32 m. The breadth from Europa Point to Almina (Ceuta) 13 m.; the narrowest part, between Canales and Cires, $7\frac{1}{2}$ m., and its greatest width, between Capes Spatel and Trafalgar, 24 m. The last-mentioned is a low, sandy point, having a tower and lighthouse on it, and separated from the high land to the N.E. by a sandy plain. The name is a corruption of the Arabic *Tarab el-Ghar*, promontory of the cape, and it was in the offing that Nelson sealed with his life-blood his country's supremacy at sea. On the 21st of October, 1805, he commanded 27 ships of the line and 4 frigates. The French, under Admiral Villeneuve, and Spaniards, under Admiral Gravina, had 33 sail of the line and 7 frigates. Nelson was wounded at a quarter before 1, and died on board his beloved *Victory* at 30 minutes past 4 P.M., aged 47 years. The Spanish commander died soon after. Almost with his last breath he said that he was going to join Nelson, the "greatest man the world has ever produced."

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	Mr. H. ULLRICH, Glass Manufacturer, 16 Kärnthner Strasse.
	Messrs. J. & L. LORNETTE, Glass Manufacturers, 13, Kärnthner Strasse. Mr. PETER COMPLAIN.
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CALEDONIAN RAILWAY.

TOURS IN SCOTLAND.

THE CALEDONIAN RAILWAY COMPANY have arranged a system of TOURS—about 70 in number—by Rail, Steamer, and Coach, comprehending almost every place of interest either for scenery or historical associations throughout Scotland, including—

**EDINBURGH, GLASGOW, ABERDEEN,
DUNDEE, INVERNESS, GREENOCK, PAISLEY,
DUMFRIES, PEEBLES, STIRLING,
PERTH, CRIEFF, DUNKELD, OBAN, INVERARY,
The Trossachs, Loch-Katrine, Loch-Lomond, Loch-Earn, Loch-Tay,
Loch-Awe, Caledonian Canal, Glencoe, Iona, Staffa, Skye, Balmoral,
Braemar, Arran, Bute, The Firth of Clyde, The Falls of Clyde, &c., &c.**

TOURISTS are recommended to procure a copy of the Caledonian Railway Company's "Tourist Guide," which can be had at any of the Company's Stations, and also at the chief Stations on the London and North-Western Railway, and which contains descriptive notices of the districts embraced in the Tours, Maps, Plans, Bird's-eye View, &c.

Tickets for these Tours are issued at the Company's Booking Offices at all the large Stations.

The Tourist Season generally extends from JUNE to SEPTEMBER inclusive.

The Caledonian Co. also issue Tourist Tickets to the Lake District of England, The Isle of Man, Connemara, The Lakes of Killarney, &c.

The Caledonian Railway, in conjunction with the London and North-Western Railway, forms what is known as the

WEST COAST ROUTE BETWEEN SCOTLAND & ENGLAND.

DIRECT TRAINS RUN FROM AND TO

Glasgow, Edinburgh, Greenock, Paisley, Stirling, Oban, Perth,
Dundee, Aberdeen, Inverness, and other places in Scotland.

TO AND FROM

London (Euston), Birmingham, Liverpool, Manchester, Leeds,
Bradford, and other places in England.

SLEEPING & DAY SALOON CARRIAGES. THROUGH GUARDS & CONDUCTORS.

The Caledonian Company's Trains, from and to Edinburgh, Glasgow, Carlisle, &c., connect on the Clyde with the "Columbia," "Iona," "Lord of the Isles," "Ivanhoe," "Gael," and other steamers to and from Dunoon, Inverlorn, Rothesay, Largs, Millport, the Kyles of Bute, Arran, Campbeltown, Ardrishaig, Inveraray, Loch-Goll, Loch-Long, &c., &c.

A full service of Trains is also run from and to Glasgow, to and from Edinburgh, Stirling, Oban, Perth, Dundee, Aberdeen, and the North; and from and to Edinburgh, to and from these places.

For particulars of Trains, Fares, &c., see the Caledonian Railway Company's Time Tables.

It is expected that the Caledonian Company's large and magnificent
NEW CENTRAL STATION HOTEL, GLASGOW,
will be opened during the Season of 1882, under the Company's own Management.

GENERAL MANAGER'S OFFICE,
GLASGOW, 1882.

JAMES THOMPSON,
General Manager.

GLASGOW AND SOUTH-WESTERN RAILWAY.**DIRECT ROUTE BETWEEN
SCOTLAND & ENGLAND.**

THROUGH TRAINS ARE RUN BETWEEN

GLASGOW (St. Enoch) and LONDON (St. Pancras),

via the GLASGOW & SOUTH-WESTERN and MIDLAND RAILWAYS,

Giving a Direct and Expeditious Service between

**GLASGOW, GREENOCK, PAISLEY, AYR, ARDROSSAN, KILMARNOCK,
DUMFRIES, &c., AND****LIVERPOOL, MANCHESTER, BRADFORD, LEEDS, SHEFFIELD,
BRISTOL, BATH, BIRMINGHAM, LONDON, &c.****PULLMAN DRAWING-ROOM AND SLEEPING CARS**

Are run by the Morning and Evening Express Trains between GLASGOW and LONDON.

**FIRTH OF CLYDE and WEST HIGHLANDS,
via GREENOCK.**

EXPRESS and FAST TRAINS are run at convenient hours between

GLASGOW & GREENOCK

(St. Enoch Station)

(Lynedoch St. and Princes Pier Stations)

IN DIRECT CONNECTION WITH THE

"COLUMBA," "IONA," "LORD OF THE ISLES,"

And other Steamers sailing to and from

**Kirn, Dunoon, Innellan, Rothesay, Kyles of Bute, Ardrishaig, Oban,
Inverary, Largs, Millport, Kilcreggan, Kilmun, Lochgoilhead,****Garelochhead, &c.**

Through Carriages are run by certain Trains between GREENOCK (Princes Pier), and EDINBURGH (Waverley), and by the Morning and Evening Express Trains between GREENOCK (Princes Pier) and London (St. Pancras).

RETURN TICKETS issued to COAST TOWNS are available for RETURN AT ANY TIME.

Passengers are landed at Princes Pier Station, from whence there is a Covered Way to the Pier where the Steamers call; and Passengers' Luggage is conveyed FREE OF CHARGE between the Stations and the Steamers.

ARRAN AND AYRSHIRE COAST.

An Express and Fast Train Service is given between GLASGOW (St. Enoch), PAISLEY, and TROON, PRESTWICK, AYR, ARDROSSAN, FAIRLIE, &c.

From ARDROSSAN the Splendid Saloon Steamer "BRODICK CASTLE" sails daily to and from the ISLAND OF ARRAN, in connection with the Express Train Service.

Fast Trains provided with Through Carriages are run between AYR, &c., and GLASGOW, (St. Enoch), and EDINBURGH (Waverley).

IRELAND.

A NIGHTLY SERVICE is given by the Royal Mail Steamers via GREENOCK, and also by the ARDROSSAN SHIPPING COMPANY'S Full-Powered Steamers via ARDROSSAN.

For Particulars as to Trains and Steamers see the Company's Time Tables.

GLASGOW, May 1882.

W. J. WAINWRIGHT, General Manager.

LONDON AND SOUTH - WESTERN RAILWAY,

LONDON STATION, WATERLOO BRIDGE.

The Cheap and Picturesque Route to Paris, Havre, Rouen, Honfleur, Trouville, and Caen, *via* Southampton and Havre, every Monday, Wednesday, and Friday. The last Train from London at 9 p.m. goes into Southampton Docks alongside the Steamer. **FARES** throughout (London to Paris), Single Journey, First Class, 33s.; Second Class, 24s. Double Journey (available for One Month), First Class, 55s.; Second Class, 39s.

Jersey, Guernsey, Granville, and St. Malo. Daily Mail Service to Channel Isles, *via* Southampton (the favourite route), every Week-day. The last Train from London goes into Southampton Docks, alongside the Steamer, leaving Waterloo each Week-day at 9 p.m. (except on Saturdays, on which day the last Train leaves at 5.20 p.m., and the Steamer goes to Jersey only). **FARES** throughout (London and Jersey or Guernsey), Single Journey, First Class, 33s.; Second Class, 23s.; Third Class, 20s. Double Journey (available for One Month), First Class, 48s.; Second Class, 38s.; Third Class, 30s. *Direct Service, Southampton to St. Malo, every Monday, Wednesday, and Friday, according to Tide.* The best Route for Dinard, Dinan, Rennes, Brest, Nantes, Laval, Le Mans, Angers, Avranches, &c.

Southampton to Cherbourg every Monday and Thursday. Last Train from the Waterloo Station, London, at 9.0 A.M. The best Route for Valognes, Carentan, St. Lo, Bayeaux, and Coutances.

steamers run between Jersey and St. Malo, and Jersey and Granville, twice Weekly each way.

For further information apply to Mr. BENNETT, 3, Place Vendôme, Paris; Mr. LANGSTAFF, 67, Grand Quai, Havre; Mr. ENAULT, Honfleur; Mr. E. SPURRIER, Jersey; Mr. SPENCER, Guernsey; Mr. E. D. LE COUTEUR, St. Malo; Messrs. MAHIEU, Cherbourg; or to Mr. E. K. CORKE, Steam Packet Superintendent, Southampton.

GREAT EASTERN RAILWAY.

THE TOURIST'S ROUTE TO THE CONTINENT IS *via* HARWICH.

The Continental Express Train leaves Liverpool Street Station, London, for Rotterdam every evening (Sundays excepted), and for Antwerp on Mondays, Tuesdays, Thursdays, and Saturdays, in direct connection with the Fast and elegantly fitted up Passenger Steamers of the Company.

It is expected that a Daily Service to Antwerp will be commenced on July 1st, 1882 (Sundays excepted).

The Steamers are large powerful vessels, ranging from 800 to 1200 tons burden, with ample sleeping accommodation; and consequently Passengers suffer less from *mal de mer* than by any of the shorter Sea Routes.

The Provisions on Board are supplied from the Company's own Hotel at Harwich, and are unequalled in quality. Luggage can be registered through to all principal Towns on the Continent from Liverpool Street Station. Through Tickets are issued at—44, Regent Street; 48, Lime Street; and Blossom's Inn, Lawrence Lane, Cheapside, E.C.

COOK and Son's Tourist Office, Ludgate Circus, London, E.C.

GAZE and Son's Tourist Office, 142, Strand, London, E.C.

O. CAYGILL's Tourist Office, 371, Strand, London, E.C.

And the Continental Booking Office, Liverpool St. Station, London, E.C.

For further particulars and Time Books apply to the Continental Traffic Manager, Liverpool Street Station, London, E.C.

MIDLAND RAILWAY.

DIRECT ROUTE TO EDINBURGH AND GLASGOW,

Via SETTLE AND CARLISLE.

EXPRESS TRAINS, WITH PULLMAN PARLOURS CARS
BY DAY, AND SLEEPING CARS BY NIGHT.

The Picturesque Route between London and Manchester
and Liverpool, through Matlock and the
Peak of Derbyshire.

*Improved Express Service between London and Nottingham,
Sheffield, Leeds, and Bradford.*

The Midland Railway System (one of the largest in the United Kingdom), extending from LONDON in the SOUTH to LIVERPOOL in the NORTH-WEST, and from BOURNEMOUTH and BRISTOL in the WEST to CARLISLE in the NORTH, affords direct communication with all the manufacturing and business centres, including—

LONDON,
LIVERPOOL,
MANCHESTER,
NOTTINGHAM,
GLASGOW,
EDINBURGH,
SWANSEA,

PLYMOUTH,
BRISTOL,
BIRMINGHAM,
WOLVERHAMPTON,
LEICESTER,
NORTHAMPTON,
DERBY,

SHEFFIELD,
HUDDERSFIELD,
YORK,
SCARBOROUGH,
LEEDS,
BRADFORD,
&c.

The Trains of the Midland Company run to and from the St. Pancras Station in London, the Central Station, Ranelagh Street, Liverpool, the New Street Station in Birmingham, the Central and London Road Stations in Manchester, and the Wellington Station in Leeds.

The official Time-tables of the Company, and every information respecting their Trains and arrangements, may be obtained at any of the above-mentioned Stations, and the other Stations on the Line.

TOURIST TICKETS

are issued by the Midland Company during the Summer Months from all principal Stations on their system to principal places of Tourist resort and interest in England, Scotland, Ireland, and Wales; and special arrangements are made for Pleasure Parties.

**Third-Class Passengers conveyed by all Trains at
Penny per Mile Fares.**

The Company are General Carriers to and from all parts of ENGLAND, SCOTLAND, IRELAND, and WALES.

JOHN NOBLE, General Manager.

DERBY, 1882.

DUBLIN AND GLASGOW STEAM PACKET COMPANY.

The Company's First Class Saloon Paddle Steamers,
Duke of Argyll, Duke of Leinster, Lord Clyde, Lord Gough,
 OR OTHER STEAMERS,
 Are intended to sail as per Monthly Sailing bills, unless prevented by any unforeseen occurrence, from

DUBLIN TO GLASGOW

Every MONDAY, WEDNESDAY and FRIDAY, and every alternate TUESDAY, THURSDAY and SATURDAY. From

GLASGOW TO DUBLIN

Every MONDAY, WEDNESDAY and FRIDAY, and every alternate TUESDAY, THURSDAY and SATURDAY, calling at Greenock both ways, except Saturday Boat from Dublin, which proceeds direct to Glasgow.

	£	s.	d.		£	s.	d.
Cabin Fare, (including Steward's Fees)	0	15	0	Return Ticket to Edinburgh (2 Months)	1	10	0
Return Tickets (6 Months)	1	2	6	Single Ticket to Edinburgh (3rd Class and Deck)	0	8	6
Steorage	0	6	0	Return Ticket to Edinburgh (2 Months) (3rd Class and Deck)	0	14	0
Return Tickets (6 Months)	0	10	0				
Single Ticket to Edinburgh	1	0	0				

Passengers can travel between Greenock and Edinburgh Direct, without change of carriage, by either Caledonian or North British Railway, according to the Ticket they hold. The Caledonian Railway Stations are Cathcart Street, Greenock; and Prince's Street, Edinburgh. North British Company's—Lyndoch Street, Greenock; and Haymarket and Waverly Stations, Edinburgh.

Passengers are also Booked Through between Dublin and the principal Railway Stations in Scotland.

AGENTS.—HENRY LAMONT, 93, Hope Street, Glasgow. JAMES LITTLE & Co., Excise Buildings, Greenock.

DUBLIN OFFICES.—Booking Office for Passengers—1 Eden Quay; where Berths can be secured up to 2 o'clock, p.m., on day of Sailing.

CHIEF OFFICE AND STORES.—71, NORTH WALL.

Further particulars, Monthly Bills, &c., on application to { A. TAYLOR, Secretary.
 { B. MANN, General Manager.

GENERAL STEAM NAVIGATION COMPANY.

From and to Irongate and St. Katherine's Wharf, near the Tower.

LONDON AND BOULOGNE.—The *Dolphin, Rhine, Cologne, Moselle, or Concordia*.—For departures see Daily Papers. **FARES**—London to Boulogne, 12s., or 8s. 6d.; Return 18s. 6d. or 12s.

LONDON TO PARIS direct from London, via Boulogne.—**FARES**—*Strucke* (available for Three Days), Saloon, 1st Class Rail, 11. 7s. 6d.; Saloon, 2nd Class Rail, 11. 3s.; Fore Cabin, 2nd Class Rail, 19s. 6d.; 3rd Class Rail, 16s. 6d. Return (available for Fourteen Days), 2s. 12s. 6d.; 2s.; 11. 15s.; 11. 6s.

LONDON AND HAVRE—*Swift or Swallow*.—From London—Every Thursday. From Havre—Every Sunday. **FARES**—Chief Cabin, 12s.; Fore Cabin, 9s.; Return Tickets, 20s. 6d. and 14s.

LONDON AND OSTEND.—The *Swift and Swallow*.—From London—Wednesday and Sunday. From Ostend—Tuesday and Friday. **FARES** (Steward's Fee included), Chief Cabin, 15s.; Fore Cabin, 10s. Return, 22s. and 16s. 6d.

LONDON AND ANTWERP.—The *Hawk, Teal, Falcon, or Capulet*. From London—Every Tuesday and Saturday. From Antwerp—Every Tuesday and Friday. **FARES**, Chief Cabin, 20s.; Fore Cabin, 12s. 6d. Return, 31s. and 19s. 3d.

LONDON AND HAMBURG.—The *Libra, Osprey, Iris, Rainbow, Martin, Granston, Widgown, Nautilus, or Alford*.—From London—Every Wednesday and Saturday. From Hamburg—Three times a week. **FARES**, Chief Cabin, 40s.; Fore Cabin, 20s. Return Tickets, 61s. 6d. and 31s.

LONDON AND BORDEAUX.—The *Keirul, Bittern, Lapwing and Gannet*. From London—Every Thursday. From Bordeaux—Every Friday. **FARES**, Chief Cabin, 31s.; Fore Cabin, 21s. Return Tickets, Chief Cabin, 51s.; Fore Cabin, 31s. 6d.

LONDON AND EDINBURGH (GRANTON PIER).—The *Viper and Star*. From London—Every Wednesday and Saturday. From Edinburgh (Granton Pier)—Every Wednesday and Saturday. **FARES**, Chief Cabin, 32s.; Fore Cabin, 16s. Return, 34s. and 24s. 6d. Deck (Soldiers and Sailors only), 10s.

LONDON AND HULL.—The *Baron, Ostich, or Hambury*. From London—Every Wednesday and Saturday, at 8 morn. From Hull—Every Wednesday and Saturday. **FARES**, Saloon, 8s.; Fore Cabin, 5s. Return Tickets, 12s. 6d. and 8s.

LONDON AND YARMOUTH.—From London Bridge Wharf. During the summer there is a special passenger service. **FARES**, Saloon, 8s.; Fore Cabin, 5s. Return Tickets, 12s. and 8s. Steward's Fee are included in above Fares and Return Tickets by the Company's vessels are available for one month.

For further particulars apply to the Secretary, 71, Lombard Street, London, E.C.

BARROW ROUTE TO THE ISLE OF MAN.

Express Service. Shortest Sea Passage (reduced to 3 hours) by the Picturesque Route, via Grange, Furness Abbey, and Barrow.

The Barrow Steam Navigation Company's First-Class New and Swift Paddle Steamer "*Manawan*," or other First-Class Paddle Steamer, will sail (weather and unforeseen circumstances permitting) between BARROW (Ramsden Lock Station) and DOUGLAS (Isle of Man) as follows:—

May 2nd to May 25th.
BARROW TO DOUGLAS every Tuesday,
Thursday and Saturday, at 2:50 p.m.

May 27th to September 30th.
BARROW TO DOUGLAS DAILY (Sundays
excepted), at 1:45 p.m.

May 3rd to May 26th.
DOUGLAS TO BARROW every Monday,
Wednesday, and Friday, at 9:30 a.m.

May 29th to September 30th.
DOUGLAS TO BARROW DAILY (Sundays
excepted) at 8:0 a.m.

In connection with Trains to and from all parts of the United Kingdom.
Particulars of additional sailings during July and August will be announced in Time Tables and Sailing Bills for those respective months.

JAMES LITTLE & Co., Barrow-in-Furness.

SUMMER TOURS IN SCOTLAND. GLASGOW & THE HIGHLANDS.

(Royal Route via Crinan and Caledonian Canals.)

CLAYMORE NEW SCREW STEAM SHIP.

The Royal Mail Steamers—Columba, Iona, Mountaineer, Glansman, Glencoe, Chevalier, Pioneer, Clydesdale, Glengarry, Gondolier, Cygnet, Staffa, Linnet, Plover, Fingal, Lochiel, Islay, Queen of the Lake, and Inverary Castle, sail during the Season for ISLAY, LOCHAWA, OBAN, FORT-WILLIAM, INVERNESS, STAFFA, IONA, GLENCOE, TOBERMORY, PORTREE, STROME-FERRY, GAIRLOCH, ULLAPOOL, LOCHINVER, & STORNOWAY; affording Tourists an opportunity of visiting the magnificent Scenery of Lochawa, Glencoe, the Cuchullin Hills, Loch Scavaig, Loch Coruisk, Loch Maree, and the famed Islands of Staffa and Iona.

Official Guide Book, 8d. Illustrated, 6d.; cloth gilt, 1s. Time-Bills, with Map and Tourist Fares, free, of Messrs. CHATTO and WINDUS, Publishers, 214 Piccadilly, London; or by post from the owner.

DAVID MACBRAYNE, 119, Hope Street, Glasgow.

GLASGOW, BELFAST, BRISTOL, CARDIFF, AND SWANSEA.

Carrying goods for Newport (Mon.) Easter, Gloucester, Cheltenham, &c., &c.

The Screw Steamships "*Solway*," "*Avon*," "*Severa*," "*Princess Alexandra*," or other Steamers are intended to sail (unless prevented by circumstances) from Glasgow, calling at Greenock.

To Bristol via Belfast every Monday and Thursday at 2 p.m.

To Swansea every Friday 2 p.m.

To Cardiff 2 p.m.

Bristol to Glasgow via Belfast every Monday and Thursday.

Swansea to Glasgow Wednesday.

Cardiff to Glasgow Swansea and Belfast every Monday.

These Steamers have very superior accommodation for passengers, and afford a favourable opportunity for making excursions from West of England to Ireland and Scotland.

Fares from Glasgow—Cabin, 20s. Steerage, 12s. 6d. Soldiers and Sailors, 10s.

Fares from Belfast:— 17s. 6d. 10s.

Returns—Cabin and Steerage, Fare and Half, available for Two Months.

For rates of freight and further particulars, apply to

WILLIAM SLOAN & Co., 140, Hope Street, Glasgow.

QUEEN'S HOTEL, ABERYSTWITH.

THIS Hotel is situate on the Marine Terrace, facing the sea, and contains several Private Sitting Rooms, Coffee Rooms, Ladies' Drawing Room, Library, and all its Bedrooms are pleasantly situated.

TABLE D'HÔTE AT 6 O'CLOCK DURING THE SEASON.

ARRANGEMENTS MADE FOR FAMILIES.

TARIFF ON APPLICATION.

W. H. PALMER, Proprietor.

AIX - LES - BAINS.

GRAND HÔTEL DE L'EUROPE.

Proprietor, J. BERNASCON.

FIRST-CLASS House, admirably situated near the Casino, the Baths, and the English Church. This Hotel is strongly recommended to Travellers for the comfort of its arrangements. Good Gardens, with a beautiful view of the Lake and Mountains. Large and small Apartments for Families at moderate prices, and a Chalet in the Garden for Families who may prefer being out of the Hotel. Excellent Table-d'Hôte. Open all the Year. **LAWN TENNIS.**

Carriages for hire, and an Omnibus belonging to the Hotel to meet every Train.

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HÔTEL VENAT ET BRISTOL.

OPEN ALL THE YEAR ROUND.

European Reputation. Re-furnished, with extensive Garden.

THE SPLENDID HOTEL,

150 Rooms, situated up Hill, with Lift, will be
OPEN the 1st of March, 1884.

ROSSIGNOLI, Proprietor.

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GRAND HÔTEL DE L'UNIVERS.

First-Class Establishment, Open all the Year.

SPLENDID Situation; immense Garden; South aspect well shaded; a very extended view of Lake Bourget and the Mountains. Belvedere, with fine prospect of the principal points of view, and Excursions. Small and large Apartments; Salons for Families; Drawing Room, Reading Room, and Smoking Room, with every comfort that can be desired. *French and Foreign Papers.*

Arrangements made for Pension. Private Carriages. Stable and Coach-house.

Omnibus of the Hotel meets every Train.

OLLE RENAUD, Proprietor.

ASCENT OF THE MATTERHORN, MONT PELVOUX, &c., &c.

By EDWARD WHYMPER.

With Maps and Illustrations. Medium 8vo. 10s. 6d.

JOHN MURRAY, ALBEMARLE STREET.

AIX - LA - CHAPELLE.**GRAND MONARQUE HOTEL.**

Close by the Railway Stations and the Baths.

MUELLEN'S HOTEL.

Opposite the Fountain "Elise."

Mr. G. F. DREHSEL is the Proprietor of these four hotels of European reputation. The combination in one hand of four establishments of such magnitude, enables Mr. Dremel to afford suitable accommodation to all comers; to visitors to whom money is no object, as well as to parties desirous of living at a moderate rate of expense. "Excellent Hotels," *vide* Murray.

KAISERBAD HOTEL (built in 1865).
The principal Spring rises in the Hotel itself.

NEUBAD HOTEL.

(Renovated in 1879.)

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HOYER'S IMPERIAL CROWN HOTEL,
near the Kurhaus and Bath-houses, with large Garden. Very comfortable Apartments. Single Rooms. Excellent Cooking, and attentive attendance. Very Moderate Charges, and advantageous arrangements for Winter.

OTTO HOYER.

AIX - LA - CHAPELLE.

HOYER'S UNION HOTEL. First-Class Hotel, immediately opposite the Rhenish Railway Station, and admirably situated in the best part of the city. Well-known for its cleanliness, comfortable apartments, excellent cooking, and Moderate Charges.

CHARLES HOYER.

AMIENS.**GRAND HÔTEL DU RHIN.**

PLACE ST. DENIS.

FIRST-CLASS HOTEL, highly recommended, near to the Cathedral and Railway Station. Affords every accommodation. Spacious Apartments and airy Bed Rooms. Private and Public Saloons. Warm Baths. Large Garden. Stabling and Coach Houses. Omnibus to and from each Train. English Interpreter. The house is newly furnished.

CH. FICHEUX, Proprietor.

AMIENS.

HÔTEL DE L'UNIVERS.—First-Class Hotel, facing St. Denis' Square, near the Railway Station. Three minutes' walk to the Cathedral. Drawing and Bath Rooms. English Interpreter.

Omnibus of the Hotel at every Train.

AMIENS.

HÔTEL DE FRANCE, D'ANGLETERRE, and DE L'EUROPE.
BRULÉ, Proprietor.—First-Class Hotel, one of the oldest on the Continent. Situated in the centre and the finest part of the town. Having recently been newly furnished, it offers great comfort. Families and Single Gentlemen accommodated with convenient Suites of Apartments and Single Rooms.

OMNIBUS AT STATION. ENGLISH SPOKEN.

ANTWERP.**HÔTEL ST. ANTOINE.**

PLACE VERTE, Opposite the Cathedral.

THIS excellent FIRST-CLASS HOTEL, which enjoys the well-merited favour of Families and Tourists, has been re-purchased by its old and well-known Proprietor, Mr. SCHMITT SPAENHOVEN, who, with his Partner, will do everything in their power to render the visit of all persons who may honour them with their patronage as agreeable and comfortable as possible.

BATHS IN THE HOTEL.

MODERATE PRICES.

ANTWERP.

HÔTEL DU GRAND LABOUREUR.

THIS Hotel occupies the first rank in Antwerp, and its position is most delightful. The testimonials given by Families is the best assurance of its

COMFORT AND MODERATE CHARGES.

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HÔTEL D'EUROPE.

HIGHLY recommended to English Travellers on their journey to Nice, Italy, &c. First-Class and Moderate Prices. The Proprietor and his Wife having lived in England, are aware of the wants of English Travellers; and he assures them that their comforts shall be studied. Omnibus at all Trains.

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Grand Hôtel de Londres.

FAUVEL, Proprietor.

The best in the Town. Spacious Garden. English spoken, and English Newspapers.

BADEN - BADEN.

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First-class and large establishment, most delightful situation of all, in the All-Lichtenthal in the centre of a fine park. Really well-kept. Arrangements for a séjour.

RIOTTE, Proprietor.

BADEN - BADEN.

VICTORIA HOTEL.

Proprietor, Mr. FRANZ GROSHOLZ.

THIS is one of the finest-built and best-furnished First-class Hotels, situated on the new Promenade, near the Kursaal and Theatre; it commands the most charming views in Baden. It is reputed to be one of the best Hotels in Germany. The Table and Wines are excellent, with prompt attendance and great civility. Prices very moderate. English and other Journals.

BADEN - BADEN.

HÔTEL DE HOLLANDE and Dependance.

AU BEAU SEJOUR.—A. ROESSLER, Proprietor. This favourite and first-class Hotel, situated near the Kursaal, Promenade, and Theatre, commands one of the most charming views in Baden. The Hotel and Dependance consist of One Hundred and Sixty Sleeping Apartments, elegant Sitting-rooms, and a Garden for the use of visitors. Extensive and airy Dining-room, and a comfortable Public Sitting-room, with Piano and Library. It is conducted under the immediate superintendence of the Proprietor, who endeavours, by the most strict attention and exceedingly Moderate Prices, to merit the continued patronage of English and American visitors. English and American Newspapers. The Table d'Hôte and Wines of this Hotel are reputed of the best quality in Baden. Fixed moderate charges for everything. Rooms from 2s. and upwards.

PENSION Prices for a longer stay.

BADEN - BADEN.

HÔTEL DE LA COUR DE BADE.

Badischer Hof.

(Not to be confounded with the Hôtel de la Ville de Bade, opposite the Railway Station.)

A FIRST-RATE and large Establishment near the Promenade and the Conversation House, with extensive Gardens, Warm, Mineral, and other Baths, enjoying a well-merited reputation for its great comfort and attention. It is patronised by the most distinguished Families.

Manager, Mr. Fr. ZIEGLER.

BADEN - BADEN.

HÔTEL STADT BADEN.

On the right hand side and nearest the Station.

COMMANDING a delicious view of the Old Castle and high rocks. Known for its Cleanliness, excellent Cooking, good Attendance, and fixed Moderate Charges.

E. BOESSLER, Landlord.

BADEN-BADEN.

HÔTEL DE FRANCE.

FIRST-CLASS HOTEL. Best Situation.
Excellent Cooking, and Moderate Charges.

PENSION.

CARL ULRICH, Proprietor.

BADEN-BADEN.

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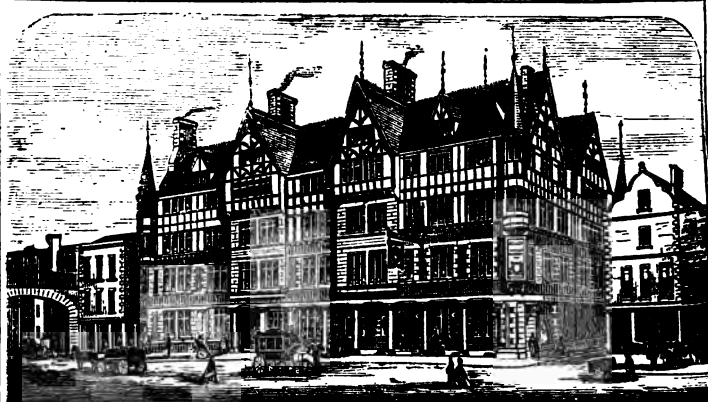
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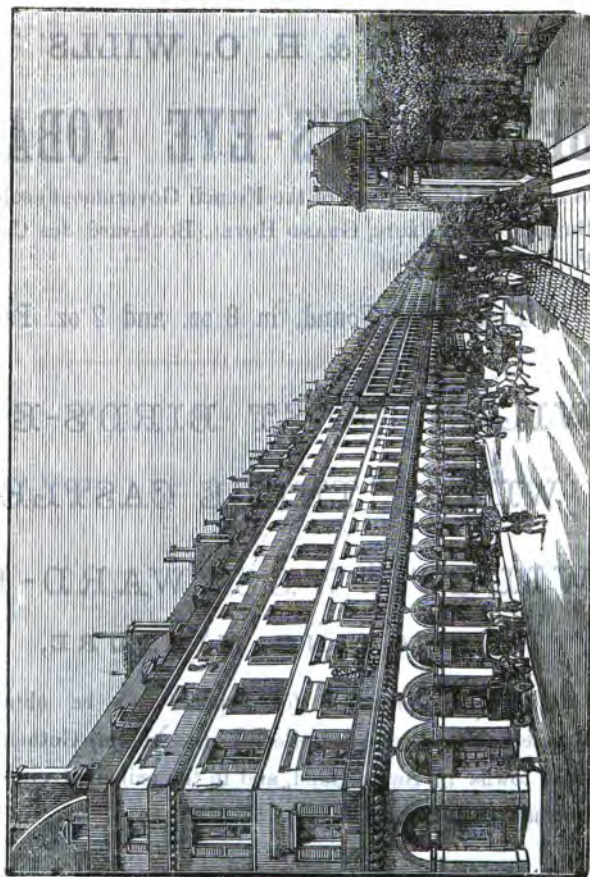
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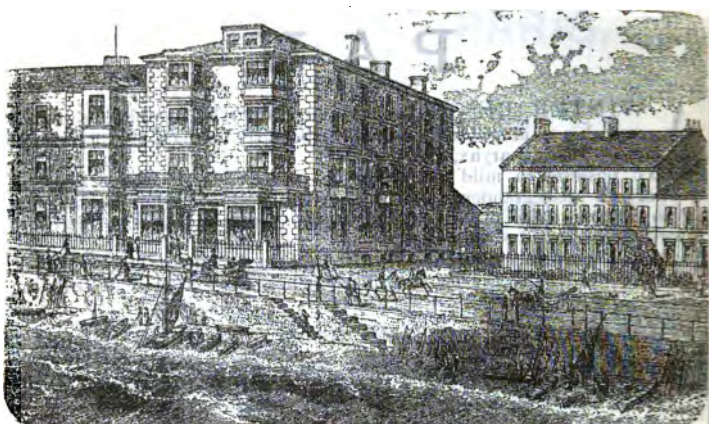
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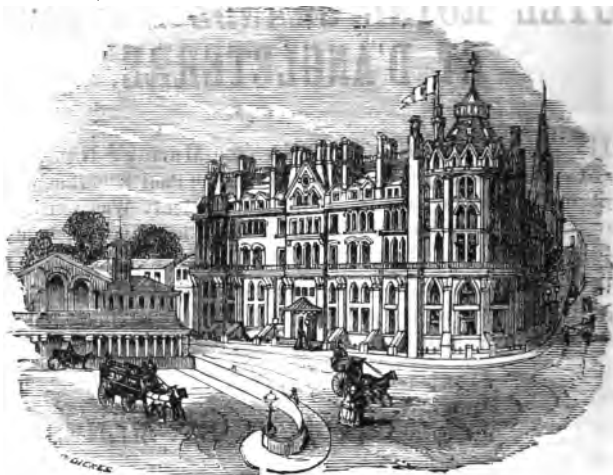
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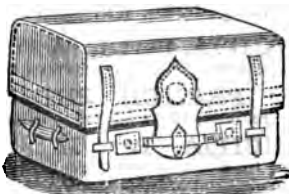
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